The Motorcycle Enthusiast's Weekly Newspaper

VOLUME V NUMBER 23 July 4, 1968

CYCLE NEWS WEST

25¢

LIVONIA 5 MILE NATIONAL

FLYIN' AT FALLON

Fallon, Nevada fliers provide exciting airborne action at Oasis Scramblers event. S. Shaff (53n) and Bob Clark (46n) battle for top places in the 650cc class.

Barclay Trehal powers his Bultaco around turn to take first 250 Amateur/Expert.

Story and Photos by Andrew Sewell

Sunday, May 26 was a warm, lazy day in Fallon, Nevada. Only a few cars trickled up and down the main street. But the sound of racing motorcycles could be heard coming from the Fallon Rodeo arena as the Oasis Scrambles got under way.

In the grandstands, a large number of spectators were intent on watching the riders practice, while others were attempting to hail down the man carrying the big bucket and shouting, "Get your ice-cold dust-cutters here."

By 1:30 race time, the grandstands were full, and the racers were ready to kick up some dust. The course became a little dry later on in the race, and the man selling the "dust cutters" did a terrific business.

The track was an oval with a jump on one straightaway, and an S-turn lined by hay bales on the other straightaway. It was the same course that was run on April 28, except that the S-turn was slightly wider this time, which made it faster for the big bikes. Both races were sponsored by the Oasis Scramblers M.C. of Fallon.

Since it was hard to pass on the small track, everyone pushed for first place off the line, and most of the spills occurred on the first turn after the start.

Charlie Stewart of Reno took a bad spill on his 650cc Triumph on the first corner. He was carried away in the ambulance, but couldn't have been too bad off, because he returned later in the afternoon to take first place in the 200cc class on his Bultaco.

(Results on page 16)

SCRAMBLIN AROUND

By Maureen Lee

There were two scrambles this past weekend on the same day, one at Littlerock and one at Adelanto, Calif. There were two scheduled this weekend, yet in August there is only one for the whole month...seems to us something is haywire with the calendar and that come November when clubs choose dates they ought to do a little more careful thinking or something.

We didn't make either scrambles. The main reason was we wanted to see the first District 37 moto-cross thrown and to help if needed. Second was we just didn't feel like driving all that distance so for Pete's sake for everyone's sake if anyone has any chance at all of getting some tracks nearer in (not to cut the throat of either Adelanto or Littlerock but to balance traveling distances better for our riders) let the District know so the officers can help by making sure all the ends are tied up before a presentation is made to a Board of Supervisors. There is a hearing on an Orange County track coming up next week where we'll be present so we'll keep you posted on that. Lots of people know the location of it but we're not putting it in print to keep as many away from the location as possible until the thing is tied up. Nothing makes the powers that be more itchy than hordes of bikes tearing around a given site with no supervision!

Another thing we're noticing on the scrambles scene is that many riders have gotten tired enough of sitting around for hours with only a few minutes on the track for their time to actually do something about it. We've talked with some who have become dyed-in-the-wool desert hounds ("Man, we get to RIDE!") and ran into an old buddy at the moto-cross Sunday.

Bob Mortenson who used to be a threat in the Open Amateur class Sunday has gotten rid of his Triumph and now has a Maico. He ended up third Amateur at the moto-cross and couldn't speak highly enough of the day. He hasn't gone back to a scrambles since that Sunday at Perris when we ended up running the big bikes under the lights on the short course. That was the day Robert decided he had flat had it. Scrambles seem to have a case of the blahs...what are we going to do about it?

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL CHAMPIONSHIP SANCTION SCHEDULE

JUNE 16 – 100 MILE NATIONAL

CHAMPIONSHIP ROAD RACE New England Motorcycle Dealers Assn., 20 Brewster St., Plymouth, Mass.–Loudon, N.H. –Entries from AMA or District Referee. Entries close May 26.

JUNE 23 – MINIATURE NATIONAL

CHAMPIONSHIP ROAD RACE Pittsburgh Racing Assn., 718 Hope Hollow Rd., Pittsburgh, Pa.–Heidelberg Raceway–Entries from AMA or District Referee. Entries close June 2.

JULY 14–20 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Jack Leigh, c/o Mort Becker, 4118 S.E. Malden St., Portland, Ore. Entries from AMA or District Referee. Entries close June 23.

JULY 20 – 30 LAP TT

NATIONAL CHAMPIONSHIP Mt. St. Helens MC, P.O. Box 51, Castle Rock, Wash. –Entries from AMA or District Referee. Entries close June 29.

JULY 27 – 50 LAP TT

NATIONAL CHAMPIONSHIP J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries close July 6.

JULY 28 – 10 MILE NATIONAL

Championship Dirt Track (1 mile) Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – Santa Rosa Fairgrounds, Santa Rosa, Cal. $6000 purse. – Entries from AMA or District Referee.

AUGUST 4 – PROFESSIONAL

HILLCLIMB NATIONAL CHAMPIONSHIP Muskegon MC, Muskegon, Mich.–Mt. Garfield–Entrants notified by AMA.

AUGUST 4 – 110 MILE NATIONAL

CHAMPIONSHIP ROAD RACE. Floyd Clymer, 222 N. Virgil Ave., Los Angeles, Calif. Indianapolis Raceway Park, Indianapolis, Ind. Entries from AMA or District Referee.

AUGUST 11 – 25 LAP TT

NATIONAL CHAMPIONSHIP Midwest Speedways, 4600 N. 27th, Lincoln, Nebr. –Entries from AMA or District Referee. Entries Close July 21.

AUGUST 25 – 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK (1 mile) Scanlan's Promotions, Inc., 3001 N. 9th St., St. Joseph, Mo. – State Fairgrounds –Entries from AMA or District Referee. Entries Close Aug. 4.

SEPTEMBER 1–14 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – San Jose track –Entries from AMA or District Referee. Entries Close Aug. 11.

SEPTEMBER 8–11 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Robert M. Day, 277 Paul Ave., Salinas, Calif.–California Rodeo grounds–Entries from AMA or District Referee. Entries Close Aug. 18.

SEPT. 15 – 25 MILE NATIONAL

J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Sacramento, Calif.–Entries from AMA or District Referee. Entries Close Aug. 25.

EVERY WEDNESDAY NIGHT

ACA PROFESSIONAL SHORT TRACK RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc & 250cc classes, points, trophies & 40% of the gate purse. Three no. plates required. Starts 8 p.m. every Wed.

EVERY THURSDAY NIGHT

ACA SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Trophies and points. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc & 250cc classes, 3 no. plates required. Starts 8 p.m. every Thurs.

EVERY FRIDAY NIGHT

AMA FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. Novice, Amateur and Expert riders. $2,100 guaranteed purse. Practice 7 p.m. first race 8:15, 18-race program.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Fort Sutter & Sacramento Trackers M.C.'s at Eldorado Raceway, Sacramento, Calif. Gates open at 6 p.m. Signup 6:30-7:30 p.m., practice 7-7:45 p.m., first race 8 p.m. 100cc, 200cc, 250cc, AMA sanc. Adm. $2.00 ride or watch. Take Jackson Rd. or Hwy. 16 to Excelsior Rd., no. 1/2 mile

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C. so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. Ride or watch $2.00. Pits open 6:30 p.m., races at 8 p.m. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore. Every Fri. night through Sept. 6. No race July 5, 19 & Aug. 30.

CLASS A PROFESSIONAL SHORT TRACK, ACA sanc., Orange Co. Speedway. Santa Ana Fwy., to Laguna Cyn. offramp, make left at first street, Valencia, 2 mi. to track. Pit gates open 6:30 p.m., qual. 7 p.m., first race 8 p.m. Adm. $2.00, $1.00 Jrs., under 12 free. 40% purse.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd. L. Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes. Spectators welcome.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc., $600 purse. Night race. For info contact Mt. Baker M.C., 600 DuPont Bellingham, Wash. 98225.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. Starts May 4, continues every Saturday night throughout the summer. For into call Dick McAfee at 877-3395 in Paradise, Calif.

FRIDAY, JUNE 14th

NIGHT SCRAMBLES at Lodi Cycle Bowl, Lodi, Cal. Every Fri. night for 10 weeks, AMA sanc., all AMA & Dist. 36 classes. Practice & signup 6-7 p.m., races at 8 p.m. Phone entries accepted between 5-6 p.m. only. Season trophies, Class C traction, special 60cc class. For info write Lodi Cycle Bowl, 5801 Morse Rd., Lodi, Cal. 95240.

SAT., JUNE 15, 22 & 29th

SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. & San Fernando Rd., Pacoima, Cal. Benefit show for American Cancer Society, practice at 7 p.m., races start at 8 p.m. Team racing, adm. $2.50 adults, $1.50 under 12, free under 5. For further info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal (213) 983-1617.

SAT., JUNE 15 & 29th

TT SCRAMBLES at Josephine Co. Fairgrounds, Grants Pass, Ore., by Rogue Valley Riders M.C. Signup 2:30-7 p.m., practice 5:30-6:30 p.m., race at 7 p.m. AMA sanc., 100-200-250-Open, plus Beginners 100cc. Entry $2.00, for info call (503) 476-1820 or (503) 476-4018.

SAT. & SUN., JUNE 15 & 16th

ANNUAL HEMET TOUR BY TERRAPINS M.C. Sign-in and finish at Farmers Fairgrounds, Hemet, Cal., corner of Florida & Palm Aves. AMA sanc., RRA pt. run. Sign-in Fri. 8-11 p.m., Sat. 8 a.m. to 1 p.m. Mail entry $2.75, post $3.50, kids under 12 $2.00. Mail to Terrapins M.C., 3211 39th St., San Diego, Cal. 92105, phone (714) 281-2150 or (213) 835-0778.

SUN., JUNE 16 & 30th

TT SCRAMBLES at Sunny Valley Speedway, 14 mi. no. of Grants Pass, Ore. Signup 10 a.m. to 12:30 p.m., prac. 11:30 a.m. to 12:30 p.m., race at 1 p.m. Entry $2.00, 100-200-250-Open & Beginners class. For info phone (503) 476-4018.

SUNDAY, JUNE 16th

AMA SPORTSMAN ROAD RACE presented by Southwest M/C Racing Assn. at San Angelo, Texas. For more info write Races, 2507 T.C.U. Ave., San Angelo, Texas or call (915) 949-1030.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C. at Brush Prairie, Wash. AMA sanc. & pts. Signup 11 a.m., race 1 p.m. Adm. $1.50, 5 classes (100-200-250-500-Open). No rain, no knobs.

TT SCRAMBLES by Perris Valley M.C. at Perris, Cal. Recreation Center. For further info call (714) 657-3678 or (714) 657-2242.

10th ANNUAL "ANGELS FLIGHT" HARE SCRAMBLES by Lost Angels M.C. Course approx. 70 mi., 10 a.m. start, 6 bikes make a class. Ambulance standby, $3.25 entry, lots of trophies. Limed from Hi Vista, Calif. store. Ride a run that's close to home.

SPORTSMAN SCRAMBLES by Ridge Runnders M.C. at DeLaueaga Park in Santa Cruz, Cal. AMA sanc., practice 9-11 a.m., races at noon. Ride or watch $1.50, under 12 free. All classes, same track but wider and jump moved. Limed from Hwy. 1 & Morrissey Blvd. in Santa Cruz. For info write Ridge Runners M.C., P.O. Box 121, East Santa Cruz, Cal. 95060.

AFM ROAD RACE at Vaca Valley Raceway, just east of Vacaville, California (between Sacramento and San Francisco). All National classes will run, GP and Production. Free admission and reduced entry if entered by June 8. Sunday registration & tech. 8-10:30 a.m., prac. at 10 a.m., heats at noon. For info and entry forms, write AFM, 4810 Daisy, Oakland, Ca., 94619, or call (415) 535-1549, (213) 762-9875, (805) 967-8919, or (714) 442-3338. $300 bonus for Honda Production winner(s).

PROFESSIONAL HALF-MILE DIRT TRACK RACE at Santa Clara Co. Fairgrounds, San Jose, Cal. AMA sanc., $1200 purse, presented by Bob Barkhimer Assoc., Inc. Final race at San Jose until 14-Mile Nat'l Sept. 1.

FRIDAY, JUNE 17th

REFEREE'S MEETING at the Richmond Ramblers Motorcycle Club, Point Richmond, Calif. at the foot of Girard Blvd., through the tunnel, next to the bay. For info contact Len Allen, Dist. 36 Commissioner, 1241 N. Stockton, Stockton, Cal. 95203.

SAT. & SUN., JUNE 22 & 23rd

CALIFORNIA EAGLES OVERNIGHT RUN to McFarland, Cal. For more info call (213) 925-7290.

TWO-DAY 200-MILE ENDURO. Mike Stewart Memorial Run, proceeds to go to American Cancer Society. Trophies given each day, plus overall winners. Classes 0-100, 250, and Open. Lots of camping room with a dance Saturday night. $4.00 for both days Lee's Camp, Ore. Signup 7 a.m. 9 a.m. start. In the beautiful Tillamook Burn Mountains, 60 mi. S.E. of Portland, Ore.

SUNDAY, JUNE 23rd

TT SCRAMBLES by Coachella Valley M.C. at Perris, Cal. AMA sanc. Dist. 37 pt. run. Practice 8 a.m., ltwts. 9 a.m., hvywts. 2 p.m. Entry $2.00, adm. $1.25.

AFM PROFESSIONAL ROAD RACE at Carlsbad, Cal. Nat'l points race, $200 purse. For more info call John Mc Gillvray (213) 222-1303 after 6 p.m.

SCRAMBLES by Oakland M.C. at the Richmond Ramblers track, Richmond, Calif. Go through tunnel at the west end of Garrard Blvd. AMA sanc., all classes, lotsa spectator wrea, refreshments. Entry $1.50, spectators $1.00. Practice 10 a.m., first race 1 p.m.

PROSPECTORS HARE SCRAMBLES–10 a.m. Separate course for trailbikes. Big bike run approx. 60 mi. Trail bikes approx. 30 mi. Follow-up crew leaves on start. Limed from Red Rock Canyon, Cal. Race spot elevation 3500 feet.

SAT. & SUN., JUNE 29th & 30th

2nd ANNUAL HUALAPAI MT. ROAD TOUR by Copper State M.C. at Kingman, Ariz. For info call 943-1529 in Phoenix, Ariz., or write Hualapai Mt. Road Tour Comm., 2223 W. Sunnyside Dr., Phoenix, Ariz. 85029.

SINGING WHEELS OVERNIGHTER at Stallion Oaks, Calif. Follow the lime and signs from Hwy. 80 & Descanso Junction, Calif. Swimming, dancing, horseback riding, field events, bike judging, trophies, merchandise awards, campsites, etc. Deadline 9 p.m. Sat. night. AMA sanc. Mail entry $3.00 til June 22, post entry to Singing Wheels M.C., 1508 Satinwood Ct., Chula Vista, Cal. 92011. Phone 420-9702 in Chula Vista.

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

CALENDAR OF EVENTS

SUNDAY, JUNE 30th

3rd ANNUAL MOTO-CROSS by Marin Co. M.C. Assoc. at China Camp, Cal. AMA sanc., signup 9-11 a.m., race at noon. All classes. $1.50 ride or watch, under 12 free. Last event at China Camp. Take U.S. 101 no. from San Rafael, Cal. to San Pedro Rd., turn right to track. Will be limed. For info call Jim Howland (425) 897-5901.

MOTO-CROSS at Carlsbad, Calif. Organized by Calif. Moto-Cross Club; Jr. & Ex. 0-125-250-500-Open and sidecars welcome. Mail Entry: $5.00, Post Entry: $10.00. Mail entries to: P.O. Box 124, Reseda, Cal. 91335. Close June 21, '68. Camping permitted at Carlsbad Raceway night before Moto-Cross. Must be in gates before 11:00 p.m. Sat. night. Gates open 8 a.m. AFM Nat'l points.

AFM NAT'L ROAD RACE, Orange Co. Int'l Raceway, 10 mi. so. of Disneyland on Santa Ana Fwy., Sand Canyon offramp. All Nat'l. classes will run, GP professional, sportsman, production. Regis. opens 8 a.m., prac. 10 a.m., first race 12:30 p.m. For info call (415) 535-1549, (213) 762-9875, (805) 967-8919 or (714) 442-3338.

THURSDAY, JULY 4th

1st ANNUAL FIRECRACKER GRAND PRIX presented by International Moto-Cross, P.O. Box 3571, San Diego, Cal. 92103. Mail entries $10, post entries $25. Location: Dana Point, Cal., 2 mi. from ocean. Adm. $3.00, kids under 12 free. FIM & ACA sanc. Prizes galore for American riders only; 0-100cc $350; 100-250cc $400; 250-Open $400. Starring Torsten Hallman & 3 other top European stars. Hills, ruts, sand, grass, mud no overnight camping. Sidehacks welcome.

FIRECRACKER FIESTA SCRAMBLES by Jackrabbits M.C. at Perris, Calif. AMA sanc. pt. run. For more info call (213) 923-8898.

2nd ANNUAL "ATHENA NATIONAL" 100cc Flattrack Race at the Athena High School grounds in Athena, Oregon (20 miles north of Pendleton, Oregon). Practice at 12 noon, races at 2 p.m. Junior Class (14 and under). Perpetual trophy to A Main Winner, $250 guar. For info or entries contact: Athena Chamber of Commerce, Athena, Ore. 97813. (503) 566-3462.

5th ANNUAL AFM NAT'L CHAMP. 250-Mile Production Road Race. Vaca Valley Raceway, just east of Vacaville, Cal. 25-mile opener for under-100s. 120-lap feature for 175-250-350-500 and Open street machines. 2 riders must alternate on each machine. Paid prac. Wed. 10 a.m. to 4 p.m. Camping & bonfire Wed. night. Thurs. reg. & tech 8-10 a.m., prac. 10-11:30 a.m., race at noon. Reduced entry & free adm. if entered by June 24. For info & entry forms, write AFM, 4810 Daisy, Oakland, Cal. 94619 or call (415) 535-1549, (213) 762-9875, (805) 967-8919 or (714) 442-3338.

SUNDAY, JULY 7, 1968

TT SCRAMBLES by Experts M.C. of San Diego at Mesa Speedway. Graded and surfaced 8/10-mile TT course, Calss C traction. Gear high. Practice at 10 a.m., first race at noon. South on Interstate 5 to Main St. turnoff so. of Chula Vista, Cal. Follow Otay Mesa Rd. & lime to track. For info contact Earl Roloff at 479-3209 or 239-6119 in San Diego.

SATURDAY, JULY 13th

AMA NIGHT RACE at Elsinore, Calif. First & only cool point race of the summer. Presented by Stumpjumpers M.C. Inc., Esq. All AMA legal equipment req. Ball levers, rubber pegs, no stands, etc. Dist. 37 & AMA membership available at track. $1.00 adm., $2.00 to ride. Lightweights at 6 p.m., heavyweights at 10 p.m. (Will Hunter show?)

SUNDAY, JULY 14th

1st ANNUAL RAIN OR SHINE HARE SCRAMBLES by the Hilltoppers M.C. Dist. 37 AMA pt. event, begins promptly at 10 a.m., LeMans start. Separate big bike and trail bike courses, $3.25 entry, limed from Lucerne, Calif.

ATTENTION CLUBS AND PROMOTERS

Owing to space requirements, Calendar of Events will list only the following information:
Date of event
Promoter or Club
Sanctioning Body initials
Points status
Phone number or address to contact for more information. Additional information regarding coming events may be found in advertisements or press releases published in the newspaper.
PRESS RELEASES—Professionally produced press releases regarding coming events will receive editorial consideration.

225 ENTRIES IN TODAY DON'T DELAY, ENTRIES CLOSE IN 13 DAYS FOR THE U.S. CHAMPIONSHIP SCRAMBLES. $5.00 GETS YOU IN. SEE OUR POSTER. 6/10 MILE COURSE.
A DIRT DIGGERS INVITATION

MOTO-CROSS
CARLSBAD RACEWAY
PRESENTED BY
California Moto-cross Club
JUNE 30
Camping ok night before Moto-Cross

Trophies—Money
More Trophies to Jr. Classes
Prize Money for Experts

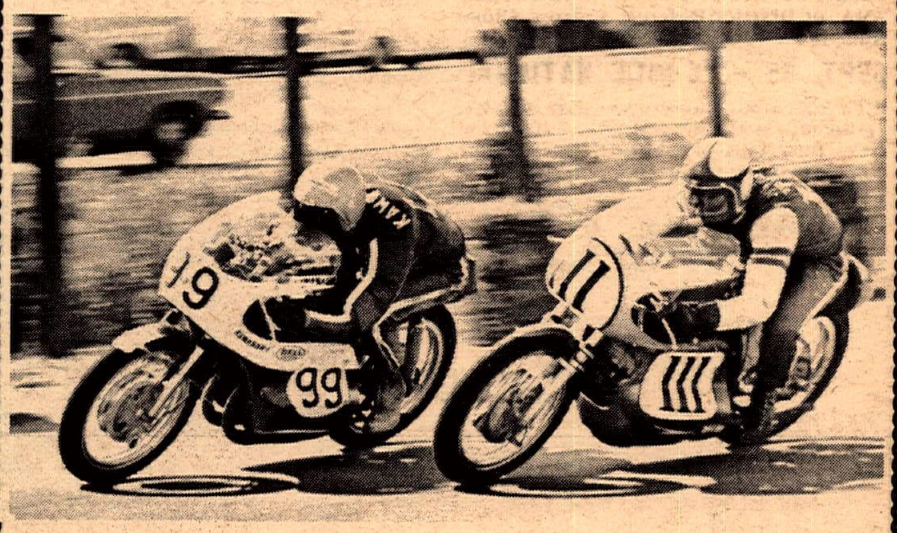
Entry
Mail Entry $5.00
Post Entry $10.00
Entries Close June 21

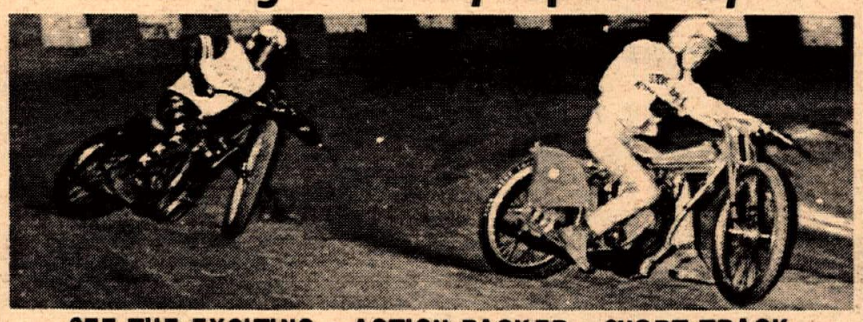
ATTENTION
AMA Moto-Cross riders prepare yourself for the coming season. Ride the Moto-Cross June 30th. Most of the course will be dust free – will have sprinkling system. Always a cool breeze – only 6 miles from the ocean.

CLASSES
EXPERT & JUNIOR
0 – 125
126 – 250
251 – 500
OPEN
Mail entry to: P.O. Box 124, Reseda, Calif. 91335

CAUTION ADULTS AT PLAY

UPCOMING AFM EVENTS
JUNE 16 – Road Races – Vaca Valley Raceway
JUNE 23 – Road Races – Carlsbad Raceway
JUNE 30 – Road Races – Orange County Inter. Raceway
JUNE 30 – Moto-Cross – Carlsbad Raceway
See calendar of events pages for details
ALL EVENTS NATIONAL POINTS RACES

ORANGE COUNTY INTERNATIONAL RACEWAY
PRESENTS
AFM NATIONAL ROAD RACES

SEE THE TOP ROAD RACERS IN ACTION
FIRST RACE 12:30 p.m.
ADMISSION $2.00
JUNE 30

RON JONES Presents CLASS A
SHORT TRACK ACTION
ON THE 1/4 MILE OVAL Professional
Orange County Speedway

SEE THE EXCITING – ACTION PACKED – SHORT TRACK
Pit Gates Open 6:30 p.m. Qualifying 7:00 p.m.
EVERY FRIDAY NITE 8:00 p.m.
EASY TO REACH LOCATION
★ Free Parking
Valencia
← 2 miles →
Laguna Canyon off-ramp
Santa Ana Fwy.
S W E N
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$1.00 Jr. under 12 FREE
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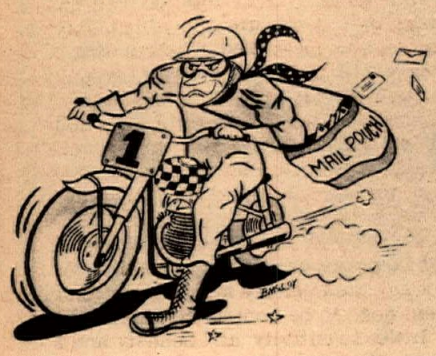


HUH???

Dingus (Lizard) Watkins has this thing about snow cones.

CRESTLINE M.C.
Crestline, Calif.

LET'S CLEAN IT UP

We would like you to send us the address of Mr. Bob Schwartz so that we may enlist his aid in getting the name of Cherry Avenue in Long Beach changed to something less suggestive.

We would also like to blossom out to clean up other parts of our Greater Los Angeles area, as there are Cherry Avenues in Inglewood, Monrovia and Torrance, as well as a Cherry Lane in Alhambra, a Cherry Street in Compton, Glendale, Los Angeles and Torrance. And perhaps the most lustful of them all – a Cherry Hill Lane in our County Territory.

I wish the editor would please change the ad of Dick's M.C. Salvage to Richard's M.C. Salvage. And be VERY careful not to have a reoccurrence of the language used in the article "Vrooming at Vaca Valley" where the writer talks of Dave Burchards' keeping his throttle "screwed on" – well! Must I say more!

VICKIE LAMAR
Inglewood, Calif.

("We're sure that Mr. Schwartz would be most willing to join you in your worthy clean-up campaigns, but unfortunately he's never given us his home address.")

SADDLEBACK BACKLASH

About Saddleback Park, Orange County can keep it. Motorcycling, to us and many others, is a family sport. On Memorial Day a group of us headed for Saddleback to watch the hillclimbs. There were 6 adults, 7 children (all 6 years and under) and 1 dog. After entering the gate, we were told to drive to the specified mark on the map handed us. While enroute to this mark we were stopped short by a park Official. We were told we would have to park our cars, leave our ice chests and baskets full of food and drinks behind, and be trucked up to the hillclimbs as they had run out of parking space. Needless to say, we did not leave them behind because we did not see the hillclimb.

We would like to suggest that next time they put on such an event they make more accommodations for spectators – or tell them of the situation before entering.

All in all it seemed to be a very badly run event.

UNHAPPY SPECTATORS
Apple Valley, Calif.

("Saddleback Park owner Vic Wilson states that facilities will be improved for upcoming events, and that parking areas for the T.T. track, moto-cross track, etc., are now more than ample.")

KUDOS FOR HUNTINGTON PARK DRILL TEAM

I wish to call your attention to a mistake in your issue of June 13th, and request a correction.

As a newspaperman myself (for the past 30 years) I realize that errors in captions can happen. I also realize that sometimes a correction is necessary to maintain good will.

In the story about the 8th annual spring tour held at 29 Palms April 27 for the City of Hope benefit, the Huntington Park Elks Motorcycle Stunt and Drill Team was not given full credit for the part they played. More than 50 letters have been received from spectators commending the fellow for their outstanding job. Yet the story is slanted to make it appear that they were just present and that the McLaughlin Group and Ace of Clubs did all the show.

More importantly, the picture (on page 11) identified one stunt as the McLaughlin Group. Actually, it was the Elks Corps. The three men were: Mounted: Ken Jones, left, Dennis Lausche, and right, Johnny Kazian. It is this that we wish corrected. It would be appreciated if you would rerun the picture with proper identification.

For your further information, the Huntington Park Elks Motorcycle Stunt and Drill Team has been performing for the past 17 years. We have appeared in hundreds of parades and on local and national television many times. All riders are members of Huntington Park Elks Lodge #1415. We can also use additional riders, but all applicants must be willing to join (or presently belong) to the Order of Elks, and must be able to qualify. We have maintained a high caliber membership, are always willing to appear in a charity show, and feel we deserve the outstanding recognition we have received. We have won nearly 200 trophies and awards over the years. Our group should be worthy of a special feature story.

Your cooperation is appreciated.

STAN JONES
Huntington Park, Cal.

A REAL GASSER

I just wanted to drop a line to pay tribute to one of the fine gentlemen who rode the Ponderosa 100-miler, Sunday, June 2, 1968.

I ran out of gas on the seventh lap and he voluntarily gave me enough gas to get back to the pit area. As I was riding a new 360cc bike I didn't realize it would take twice as much gas as my old 250cc bike. He had since broken down and gladly refueled me on the ninth lap. I finished the race only because of his unselfishness and sportsmanlike attitude.

I wish I could thank him personally again, but perhaps he will read this. I believe his number was 2 or 343x, and he was riding a new El Bandido.

This man is an asset and a tribute to all motorcycle racers and I hope someday I may help someone (even a competitor) as he did.

DALE CALHOON
Inglewood, Calif.

AN OPEN LETTER TO JIM DAVIS

This letter is in response to the article done by Jim Davis which appeared in the recent issue of Cycle News West on the Cherry Creek National Championship Hare and Hound.

It strikes me as kind of dumb to drive 1600 miles just to ride a bone breaking, machine destroying event which need not have been if the organizers had had the good sense to use some imagination and intelligence in laying out the event in the first place. The last time the A.M.A. awarded this group from Utah the National Championship sanction it turned out to be a fiasco. And it appears that there has been little or no improvement over the years by them; with 21 finishers out of 190 starters this year, it had to have been poorly done.

As for District 37 riders leaving the area; I would like to remind Jim Davis that we of District 37 had been competing out of the area for years, we are the original happy wanderers. Southern Californians were competing in Europe long before Torsten Hallman or even Tim Gibbes cast their giant shadows on our fair land. Sure they blew us off at Corriganville and a couple of other one race only courses. And if memory serves me correctly the Europeans had a couple of day's practice on these tracks while we natives were putting in our 8 to 5. And yet they were too smart to try our desert where experience counts, not practice and superior equipment. Eddie Mulder had the right idea when he offered to trade machines with Bickers. But that sly Englishman wasn't going for it.

Furthermore the only European event which is close to any U.S. event is the I.S.D.T.; and it far more resembles the Eastern enduros than it does our desert events. Yet I will match the eight Gold Medals won by District 37 riders against the three Gold Medals won by the three individuals who live elsewhere in the United States. Let's not be knocking the greatest bunch of sportsman in the U.S. just because they have better sense than to blow a weekend in Cherry Creek for nothing!

DAVE EKINS
Woodland Hills, Calif.

CARDS AND LETTERS NEEDED!

We have read Cycle News since my son, Tim Harris, got interested in motorcycle racing some years ago, and are subscribers to your paper.

An article in your paper decided me to write the L.A. Times to see why we aren't getting any results in our big newspapers, especially Ascot and National races. Seems there are not enough of us interested in the sport.

So if a few thousand of us would drop a card or letter to Mr. Bill Shirley, Executive Sports Editor, L.A. Times, 202 W. First St., Los Angeles, Calif., or to your local paper's sports editor, we could tell them we ARE interested.

I've been out of town and would buy a California paper to read the results and no results! Even if we can't get a full story, the results would help until we get Cycle News.

MRS. JO ANN HARRIS
Van Nuys, Calif.

I LIKE IT, BUT....

PLEASE DO NOT renew my subscription. I do appreciate your efforts toward better motorcycling, the damned good representation of the 99%'ers in blocking Mr. Foran's shortsightedness; in all, a pretty good newspaper.

However all that may be, I can't go another year of receiving my brand-new issue every Wednesday of the following week, when I've already seen my friends' copies the preceding Friday. After 52 chances of arriving on time, there doesn't seem to be any need to give it another 52, certainly not for $7.50.

Thank you again,

HANK BELASCO
Reseda, Calif.

("Some post offices are particularly slow about delivering Cycle News. In a few cases mail carriers have been found reading the paper at leisure before passing it on to the subscribers on their route! If other subscribers have this problem, please contact our circulation manager and the postmaster of your local post office BEFORE cancelling your subscription. Even the U.S.P.O. can be shaped up." – Ed.)

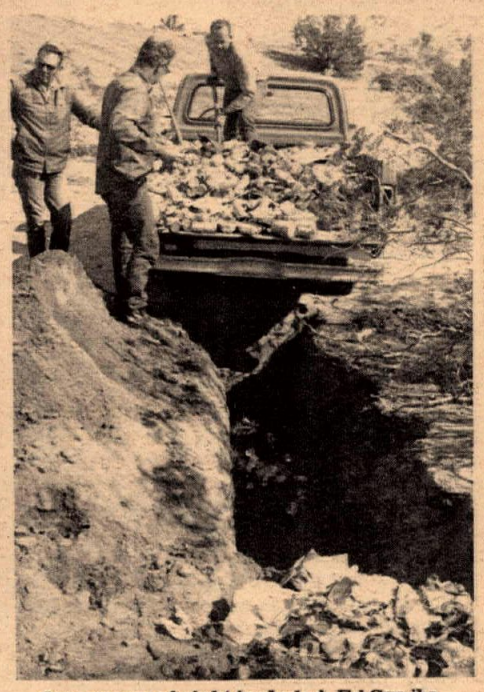
ANSWER TO URGENT PLEA

Upon reading your March 15 issue (an urgent plea, from Whitey Williamson) about cleaning up the Bean Canyon are or having it closed, eight old married bike riders went out to the area on the weekend of March 17, recruited ten other riders and proceeded to gather up 3 pickup truck-loads of trash which we buried in 4 holes we had dug. We cleaned an area at the south end and east side, 200 yds. wide, 1/4 mile long, in 1-1/2 hours.

We talked with numerous other riders who were too busy to help, but agreed to clean up their own camp area. Actually, this is all it takes, fellow riders, just haul or bury your own trash and we'll have areas to ride in for some time to come!

Upon leaving we called the Kern County Sheriff and gave a full report of what we had done. The sheriff was quite pleased and said he'd report this to the proper authorites.

I lost the list of names of the ten men who pitched in to help (had them written on an old beer carton, must have buried it by mistake but they know who they are).



Our group of eight included: Ed Czajka, Ernie Jordon, George McCellan, Ralph Orr, Jim Dilbeck, Jerry Fleming and Bob Patterson.

Hope this helps to get us on the ball.

DON STORY
Chino, Calif.

("Well, YOU guys were sure on the ball. Congratulations for a job well done and let's hope your efforts inspire everyone else.")

A NOTE OF THANKS

To the members of the Rams and the Victors motorcycle clubs and the hundreds of entrants who made the benefit European Scrambles a success. John Stein and myself are deeply grateful to all of you for your unselfish and kind deeds; thank you.

DAVE EKINS
Woodland Hills, Cal.

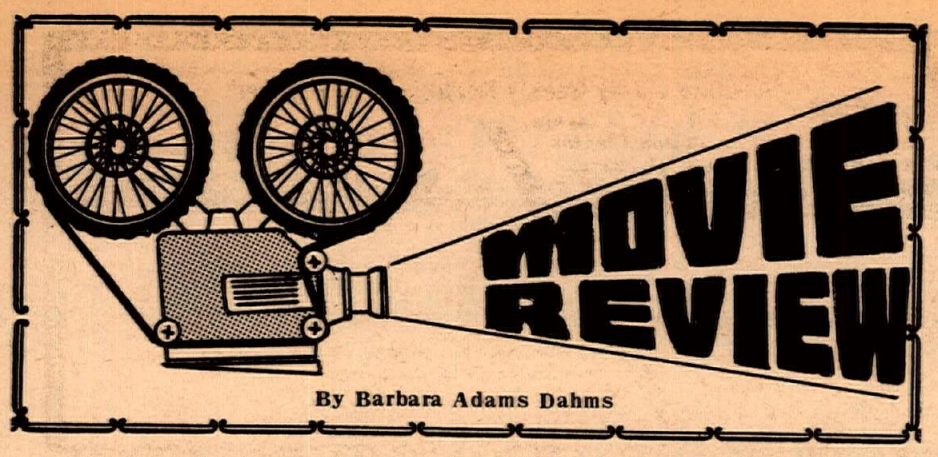
MOTORCYCLE REPAIR CLASS GRADUATES

By Barbara Adams Dahms

The West Valley Occupational Center, a branch of the Los Angeles City School District, announces the graduation of the motorcycle mechanics class. This is the third group to graduate in what was the first such public school program in the nation.

The course involves intensive training in the repair of a wide variety of domestic and imported motorcycles. Emphasis is placed upon practical work. All phases of motorcycle mechanics are included; two and four cycle engine theory, carburetion and ignition, transmission and clutches, brakes, wheels and wheel lacing, cylinder boring, valve and seat reconditioning, suspension and electrical systems and trouble shooting techniques. Upon completion of the course the student is qualified for employment.

Interested persons may contact the school at 6200 Winnetka Ave., Woodland Hill, Calif., or call (213) 346-3540. The next Motorcycle Repair Class is scheduled to commence on September 16 and will be completed in January, 1969.



By Barbara Adams Dahms

THE SAVAGE SEVEN

It's motorcycle-out-law-movie time again. The popularity of the image is evidenced by the numbers of films which have already been shown and the millions which have already been spent to view them, as well as those yet to be released. These films have all been "cheapies" without any real content or characterization, yet the roar of the bikes and the imaginary interlude in the mythical world of the outlaws are invitation enough to keep them making money and lots of it.

This current effort which was produced by Dick Clark and stars Adam Roark as "the leader" (Kisum, in this case), shows a definite shift in values. No longer are the riders the "bad guys." No longer are they fighting and running with some variety of police as chief antagonist and society as the "victim." In this strange little story they ride into an Indian shacktown in the desert (it was filmed in Nipton, near Nevada) and in the process of a few fisticuffs (which seem absolutely essential to all these movies) discover that the local white businessman who hires the Indians and takes back their wages at the company store, isn't being very decent to the natives so the riders turn into the Robin Hood image and loot the store giving everything in sight to every Indian in sight.

The police arrive (their only appearance, I believe) and would arrest everyone except that the store owner has better ideas. First he tries to hire the riders to burn the village (and get him back his land which has become valuable). When that fails because "the leader" is making out with an Indian girl, he plays both ends against the middle very successfully and triggers a modern day reverse of the Indian siege of a settlement. The riders attack the village and the ketchup or strawberry jam (what do they use for blood?) flows freely. Motorcycles jumping barricades (like Knievel) or crashing and burning add a different touch to the traditional Indian battle. Eventually everyone discovers they've been had and they go after the real "bad guy."

The ending is reminiscent of many war films. After such an excess of violence there is a feeling of futility and tragedy that the violence was so misplaced and accomplished only the destruction of both sides. This wistful quality occurs occasionally throughout the film, particularly in Adam Roark's scenes with Joanna Frank, the Indian girl. Adam, who played the leader in "Hell's Angels on Wheels," spent some time with Sonny Barger to acquire authenticity. Sometimes he comes across very much like Barger. When he explains to Joanna that outlaw riders have feelings just like everyone else..."The only difference is that we are doing what we want to do..." he is very real.

Some creative camera work adds an extra dimension at times. The same actors have appeared often enough by now to begin to seem like friends, although they are never given time to develop characters. And if the makers of these films have trouble giving the riders characterization, what they do with the "old ladies" is unbelievable. Obviously, it has never occurred to them that a "rider's old lady" is a living woman.

It would be nice if before the medium is completely worn out, someone would make a real movie about motorcycle riders. It would have humor, (some of it comes through in spite of everything) because much of what riders do is humorous, with a light-hearted touch. It would have pathos. Pathos is part of the life of any member of a minority. Neither of them need to be contrived. All it takes is a little sensitivity and honesty and a lot less concern with "giving the public what it wants" (or is supposed to want). If I haven't counted wrong this is the eighth of the current flood of cycle movies. If they were all laid end-to-end ...they'd be laid end to end.

420 RIDERS COMPETE IN FREMONT OPENER

Story by Larry Stewart Photos by Dale Ivan

The Palo Alto (Calif.) Motorcycle Club sponsored the first event of the year at Fremont Raceway on Sunday, May 26, and the 1,000 spectators on hand were treated to the finest display of racing seen in this area in a long time.

With the exceptions of Bruce Anderson and Bill Jamison, still recuperating from injuries received at Ascot, all of District 36's top experts were among the 420 competitors present. Jim Rice, Paul Johnson, Mark Brelsford, Frank Gillespie, Alan Kenyon, Harry Dring, Bob Grossi, Chal DeCecco - they were all there.

The track was equal to the talent. Fremont has everything a rider would ask for, and some things he wouldn't; sharp left and right turns, a fast straightaway, a jump and a long, sweeping, banked turn. Scattered throughout all this are pockets of loose dirt and numerous slick spots which are a constant danger to the rider pushing his speed past his capabilities, but that's just what you have to do to win against the kind of competition this track draws.

When all the dust had settled down, 1967 high point man Jim Rice had proven that he is still No. 1, and that it will be very difficult for anyone to move him out of that position.

Harry Dring grabbed first place off the line in the 650 Expert heat, but he could hold it for only a lap as Rice outpowered him down the straightaway and pulled away for an easy win. The Main Event, however, was an entirely different kind of race. Dring was hampered by mechanical problems, and Rice had the starting flag thrown on him while heading away from the line toward the cheater's box where he had been directed for anticipating the start.

This left the door open for Bud Kneass and Rick Otto, and they set a pace that no one could match. No one, that is, except Rice. Starting from last place, he picked his way through the pack to third place inside of four laps. Everyone expected him to soon swoop Kneass and Otto and pull away, but that was not the case.

Rice Roars

Those two were really flying and Rice was going over his head trying to get by Otto, but he couldn't do it. That's the way it stayed for three laps and Rice's supporters began to accept the fact that he wasn't going to make it when, suddenly, on the last lap, Kneass and Otto went high on the bank of the big sweeper and Rice dove inside and past both of them. He came across the finish line with a ten-foot lead, almost crashing into the crowd which had moved onto the track to applaud the three Experts who had staged District 36's "race of the year."

Mark Brelsford (2T) swooped the 250cc Expert heat race on a 200cc Bultaco, got a third place in the Main Event.

Sensational as Rice's victory was, it did not far surpass the performances of Mark Brelsford and Paul Johnson in the talent-loaded 250 Expert class.

Brelsford surprised everyone by showing up at the starting line of the first heat with a 200cc Bultaco Sherpa S. "Sure he's good," said one spectator, "but this is a horsepower track and he simply won't have the beans to compete against these super-tuned 250s." Well, that racing fan and a lot of others who felt the same way learned that you should never underestimate Brelsford or a Sherpa S. Mark held second place off the line and passed Jim Foley on the second lap to take an easy win over the twelve-man field.

Paul Johnson won the other heat and the Main Event in the class by so much that it looked like the fix was in. That youngster can really fly. Brelsford, who wound up third in the Main, might have given Johnson a bad time but, as if being underpowered wasn't enough, he had trouble shifting the Sherpa in the straightaway.

Johnson was riding a Suzuki TM 250 as was Scott Diffenbaugh, who won the Amateur Main in a big way. We understand from our local Suzuki dealer that the factory has discontinued making this model, and that's really too bad. The few that have been competing in this area have had tremendous success. They probably have a higher win percentage than any 250 on the market, with the possible exception of the Bultaco PurSang.

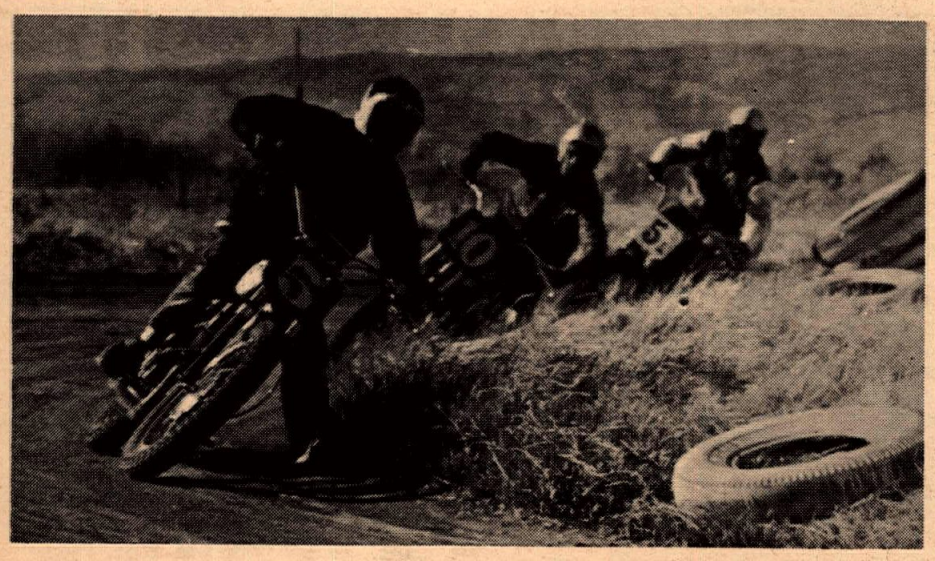
The 500 Experts also provided plenty of excitement, with three riders battling for the lead throughout the heat and Main Event. They were Bob Sousa and Bruce Texiera on Triumphs, and Allen Kenyon on an El Bandido. Texiera won the heat and held the lead in the main for three laps, but Sousa got by him to take home the first place trophy. Surprisingly, Paul Johnson, who had done so well in the 250 Expert class, never really got into contention in the 500, although he did take fourth in the Main.

Protest Time

It seems impossible to have an entire day of racing without at least one legal dispute. This time it happened in the 350 Amateur class when Bill Groce, who had won the Main handily, was disqualified for riding a new Honda 350 which had been used in the Novice class by another rider. It's too bad Groce had to lose out after such a fine ride, but it was obvious that he had violated the rules. Vern Tranberg was declared the winner after the disqualification.

The 250 Novice class was a very fast affair, with Bultaco rider Don Chipman the fastest of them all. He won his heat and the Main by a substantial margin, no mean feat considering the kind of competition he had. Kenneth Krake took second in this one on a well set-up Suzuki X-6. Harley rider Leonard Fournier won his heat and took third in the Main. That's the first time in months that a four-stroke 250 had done anywhere near that well in this class.

(Results on page 16)



Riding a Suzuki TM 250, Paul Johnson (5) won his heat race, then sailed to decisive victory in the 250 Expert Main.

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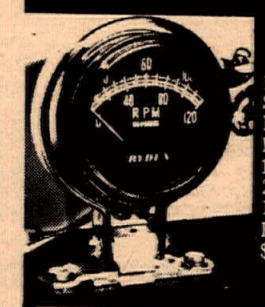

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LIVONIA 5-MILE NATIONAL

Start of the 5 mile National with Markel, Mann, Rall, Nixon, Lawwill, Nix, Warren, Rayborn and Chuck Palmgren sliding pretty for the people.

By Frank R. Mayer

Photos by C. Clayton & Frank Mayer

On a day that started out and ended sunny and very warm, with only a few showers in between, Ronnie Rall from Mansfield, Ohio ruined Bart Markel's hopes of 3 National wins in succession. This was Ronnie's first National ride since he was put out of commission with a broken wrist and collarbone after his throttle stuck on a Michigan half-mile last year. He has entered and won two 4-star races this year at Portsmouth and Chillicothe, Ohio. Livonia, Michigan, a suburb of Detroit, was the site of the 5-miler.

Local ace Bart Markel, former 3-time Grand National Champion, popped off the line in first place on his Harley-Davidson and managed to hold it for 4 laps, but Ronnie Rall (52) also on a rigid Harley, was in there strong living up to his reputation as the "World's fastest gentleman farmer," and put the hex on "Beautiful Bart" in the 4th turn of the 5th lap.

From then on, Ronnie stretched his lead as Bart had done in winning the past two Nationals, the 12-mile at Reading, Pa. on May 19 and the 13-mile at Richmond, Va. on May 12.

Back in the pack, #2, Dick Mann, who was riding in reminiscent style, had worked up to third position and held it until the day's fastest qualifier, National #1, Gary Nixon, took it away from him by about one inch at the finish line. Markel's 2nd place moved him up to first in the Grand National point standings, and Rall moved into the top ten.

Back in the Amateur final, Mansfield, Ohio was again in the spotlight with Larry Darr (40F), who has just completed a year in Vietnam taking the winning position after being fastest Amateur qualifier. Joe Brewer, also from Mansfield, had a tight grip on third place until the rider in front of him fell off. Then he had clear sailing to the finish line and second place.

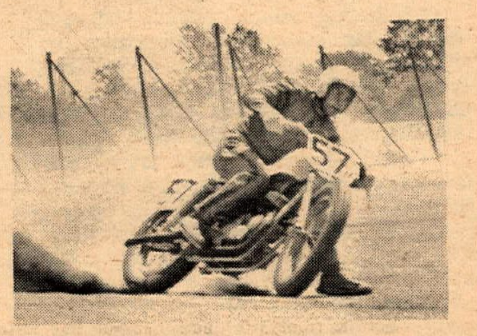
Bob Maiers of Lansing, Mich. (80E) piloted his Gold Star to third and (76E) Dave Atherton just missed getting kissed by Alanah Tison of Farming, Michigan, the same lovely trophy girl who rewarded him after winning the Great Lakes Novice Championship in 1967.

It was a very exciting and pleasureable day of racing at the beautiful, smooth Detroit Race Course, enjoyed by 13,000 Michigan fans.

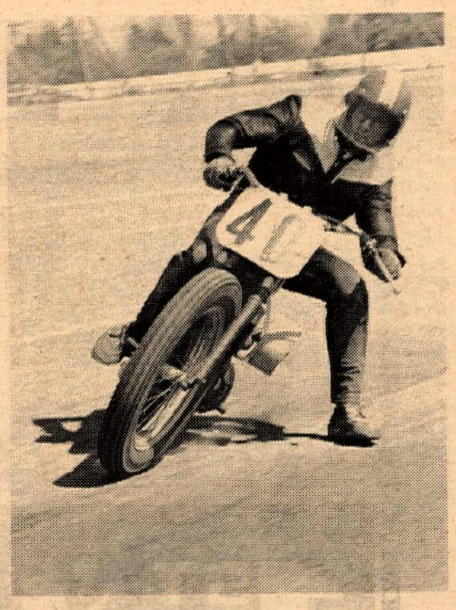
(Results on page 16)

Bashful Champion Rall gets his trophy from AMA official Dick Pearson and Alanah Tison. But no kiss!

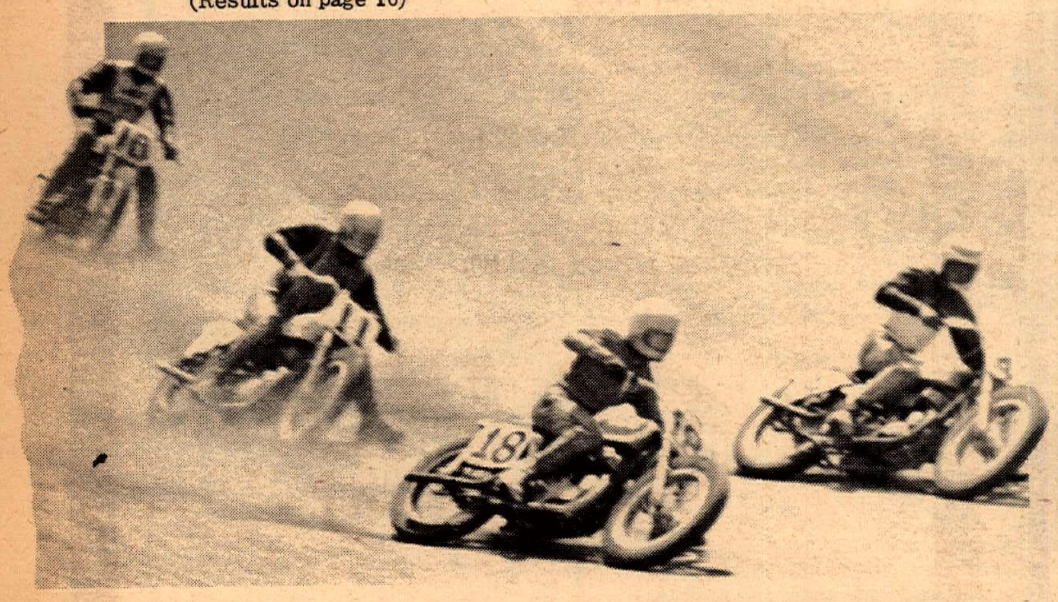
Second half of Mansfield's one-two amateur punch, Joe Brewer, looking good.



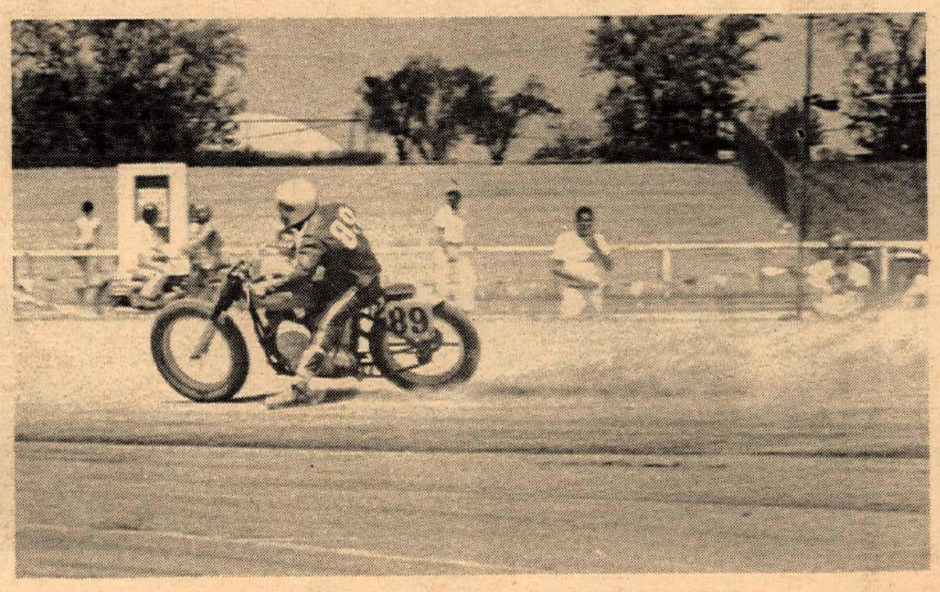
Danny Ware of Lawton, Okla. enjoyed the well prepared half-mile surface.



Pride of Mansfield, Ohio's amateur contingent, Larry Darr, yellow plate victor.

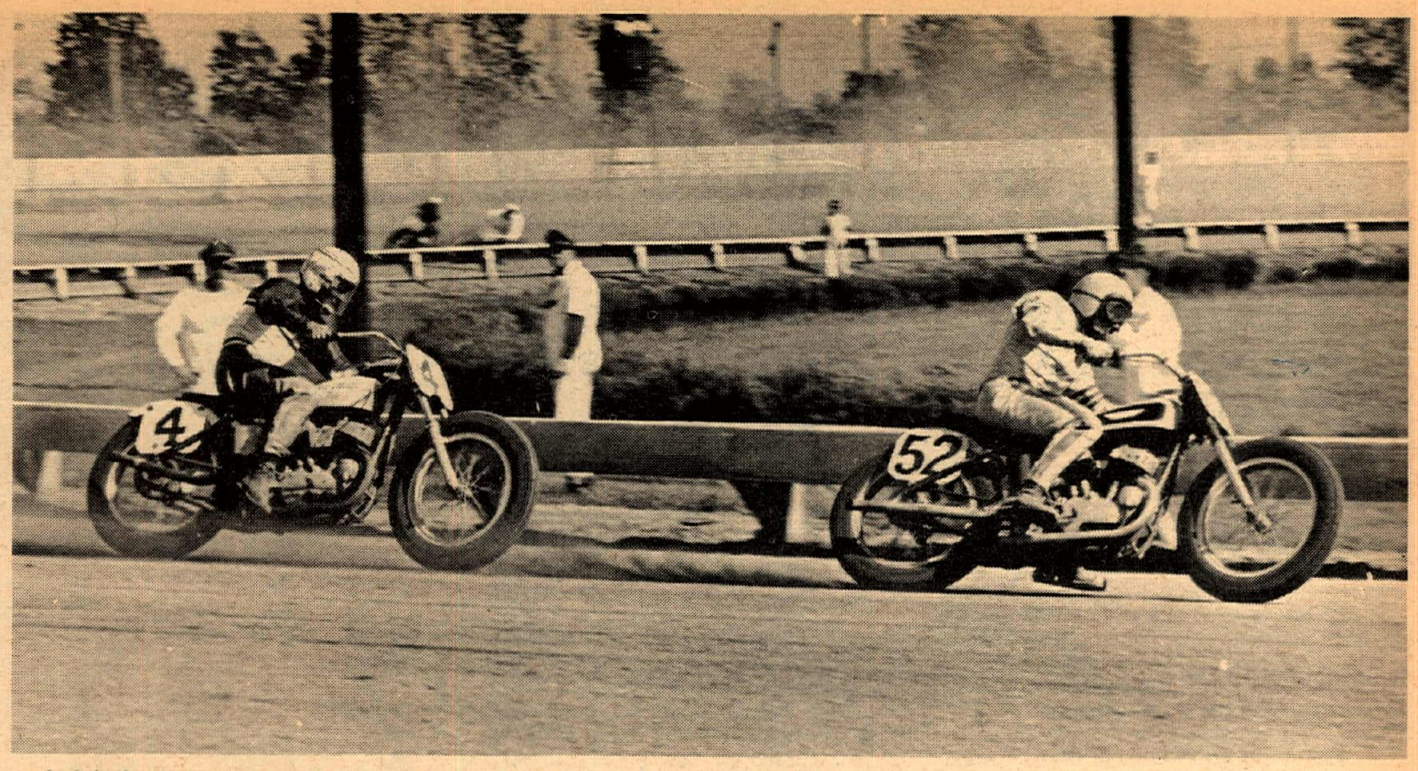


Heat race winner Mert Lawwill zeroes in on Markel while #11 Jim McMurren and Neil Keen follow up.

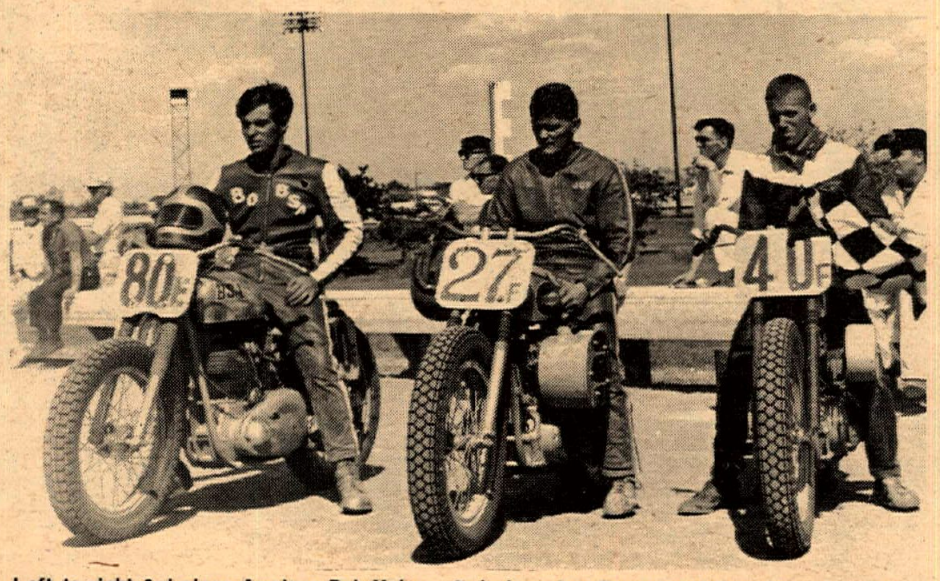


Michael Farrell of San Francisco proves that professional riders are stronger than dirt.

"Does she really know how to tune it?" Gary Nixon wonders as wife Mary checks his cycle. Hand muffs are for rock protection.



...And that's all she wrote as Rall outraces Markel to win over all. Bart's 2nd place moved him up to first in National points, however.



Left to right 3rd place Amateur Bob Maiers, 2nd place Joe Brewer and the winner Larry Darr.

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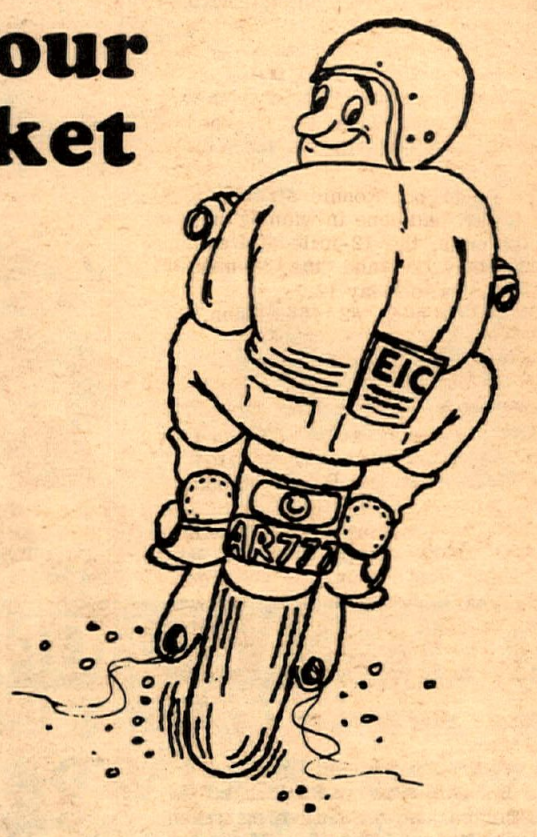

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SAGE HOPPERS M.C. MOTO-CROSS AT ENCINITAS

Story and Photos by Bill Pettigrew

Sagehoppers M.C. hosted a moto-cross at their Encinitas, California track to the tune of 131 riders on June 2, 1968.

The new moto-cross track was approximately one mile in length and consisted of lots of up hills and down hills with a few jumps and sandy areas thrown in. General rider consensus had the track as too flat and hard. With Hodaka pilots Gary Bailey and Jack Morgan at the same event there seemed to be a great battle ready to brew.

Throughout the three 100cc Expert motos it was Gary Bailey in the lead with Jack Morgan a close second. Moto-cross Novice Tom Rapp entered in the Expert 100 class and was a great third in all three motos and at one point in the second moto he almost caught Morgan. Hodaka mounted Bailey, Morgan, and Rapp walked away from the rest of the field and finished in the for-mentioned order.

Larry Lawson (15L) ???? Husqvarna mounted, completely annihilated the 250 Expert class by winning all three motos only to get off of his 250cc rig and onto his 360cc machine to take first place honors in the 500cc class Expert. The last moto (500cc) saw John Kenyon, also Husky-mounted, take the lead from Lawson by taking a beautiful inside cut on the second to last lap only to lose it to Lawson by taking a beautiful inside turn cut on the second to last lap only to lose it to Lawson in midcourse. But Kenyon hadn't given up, for as they rounded the last turn onto the straightaway to the flag, John signaled for Lawson to hold back a little to drag to the finish and suckered Lawson into it and Kenyon went on to take the drag to the flag by a foot. John copped second place brass overall. Gary Bailey was having his problems with his gearbox selector so the best his Greeves could get him was a well-ridden third.

The Sagehoppers had a well laid out run although the type of terrain could have been better. The run was very well organized and the trophies were beautiful as usual for this club. Nice run.

(Results on page 16)

100cc Novice pack rounds first turn after start and begins to stretch out.

Greeves 360cc mounted Gary Bailey taking mid-course turn and on to smooth third in 500cc Expert class.

As it was all day, Gary Bailey here leads Jack Morgan around the hard packed moto-cross course.

250cc Expert class provided hard fought battle back in the pack.

Up and coming Hodaka 100cc rider Tom Rapp entered 100cc Novice and copped a first only to enter Expert 100cc and ride to a great third behind Gary Bailey and Jack Morgan.

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WINS AT

1st Pl.	350 Novice	Ed Houtz	Victors European Scrambles	5-30-68
1st Pl.	500 Novice	Dwain Shockley	Hanford Night TT Scrambles	5-31-68
1st Pl.	500 Amateur	Jack Monger	Madera Night TT Scrambles	6-1-68
1st Pl.	500 Amateur	Kirk McDowell	Perris Night TT Scrambles	6-8-68
1st Pl.	350 Amateur	Ron Killingsworth	Perris Night TT Scrambles	6-8-68
1st Pl.	500 Amateur	Eric Olsen	Adelanto TT Scrambles	6-9-68
1st Pl.	500 Novice	Warren Burrell	Mammoth Mt. Moto-Cross	6-9-68

WINS AT pursang

1st Pl.	250 Expert	Larry Bergquist	Victors European Scrambles	5-30-68
1st Pl.	Nov. Trophy Dash (New Track Record 1:15.92)			
		Rick Newby	Ascot TT Steeplechase	6-1-68
1st Pl.	250 Expert	Larry Bergquist	San Bernardino Valley Europ. Scr.	6-9-68
1st Pl.	250 Am./Ex.	Jim O'Neal	Adelanto TT Scrambles	6-9-68
1st Pl.	250 Novice	Bob Davis	Mammoth Mountain Moto-Cross	6-9-68
1st Pl.	250 Amateur	Bob Myers	Mammoth Mountain Moto-Cross	6-9-68

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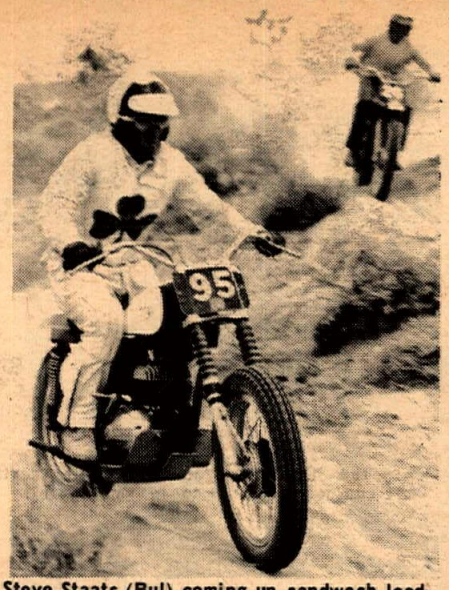
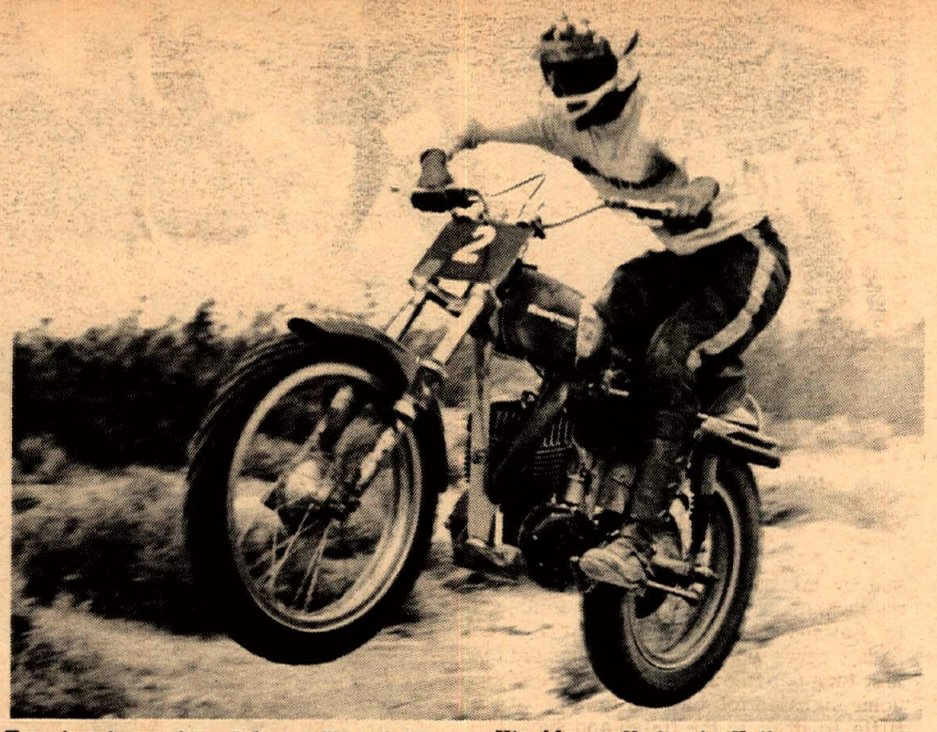


Steve Staats (Bul) coming up sandwash leading Husky rider Gary Conrad (background). Steve was passed by Conrad, who placed second 250 Expert, and went on for a well earned third.

Photos by Jeff Wright



Top desert ace J.N. Roberts (Hus) flying around the San Bernardino M.C. course to snatch top honors overall. J.N. will be in the Stardust 7-11 being held June 12 to 14 and Cycle News will have complete coverage of this rather lucrative event next week. $25,000 in money and contingencies will be awarded!

Story by Dick Wright

J.N. Roberts, #2 on a 360 Husky, took the combined 500cc and Open Expert go in the Mojave desert Sunday, June 9 with a three-minute lead. Larry Bergquist, #888x on a Bultaco, took the 250cc race in his usual fast, classic style.

The San Bernardino M.C., a new club with forty-three hard-working members, picked a good area for their race; they had two courses with two races going most of the time. Course number two was four miles long, with very tight and deep sandwashes and a couple of sandy hills; low gearing and good knobbies were the answer. Course number one was three-and-a-half miles, and was more open and fast. There were no rocks on either course, and the weather was just right, with a little wind to blow the dust away.

As always, there was a big turn-out for the Novice Trail Bikes; they went an hour on the #1 course, with Jim Summers, #578, passing Terry Clark, #395, right at the last turn to take the win. I don't think Terry knew he was that close.

The Trail Bike Amateur-Experts went on course #2 at the same time, with Wes Anderson Jr., #4, showing a lot of class in taking the win on his S.S. Hodaka, and Frank Morgan, #6 on a Hodaka, was pushing him all the way. Eric Jensen, #7, took third, also on a Hodaka.

Nick Gula, #730 on a 360 C.Z. had to work his way up from fifth spot on the first loop of the Open Novice go to take the win with a big lead at the end. He was really handling that C.Z. in the tight sandwashes. Chuck Raudman, #893, was second, and Bob Melton, #337 was third.

The 250cc Experts were running on the fast course, and Gene Canandy, #952x, had a big lead at the first check-point, with Larry Bergquist, #888x, running a distant second. On a close check it was learned that Canandy missed one deep sandwash and was disqualified, but Bergquist had turned it on as only he can do and passed Canandy before the finish anyway. The big race was for second place, with Gary Conrad, #21x on a Suzuki, holding it in the early part of the race, but Gary Cole, #5x on a Husky, seemed to have more pressure and was gaining ground with each lap, finally passing Conrad on the fifth lap to take second. Lynn Fortner, #20x on a Husky, kept up a fast, feet-up pace and put the pass on Conrad to come in third, and Conrad took fourth.

At one-fifteen, the Combined 500 and Open Amateurs went off on the tight course. Lynn Fortner, #506, still an Amateur in the Open Class, grabbed the lead right at the start and had built it up to three minutes at the finish line an hour later. There was a good duel between Don Hinckley, #104 on a Triumph, and Dennis Rampel, #31 on a 360 machine.

Shamrock's M.C. rider hustles his big 40 inch Triumph around sandwash area of course!

Amateur 500cc pilot Lynn Fortner (Hus) flew his Husky to a very convincing first 500 Amateur.

Hinckley pulled out all the stops on the last lap, passed Rampel, and came in to take second and first Open Amateur. Rampel took third, and was second 500 in.

The 250cc Amateurs had a good go, with Tom Poteet, #45 on a Bultaco, taking the lead and building it up each lap, until he fouled a plug. Then Bill Walters, #88, John Maroney #61x, and Arvie Sparks, #183mx, all tried to take over at one time, riding three abreast in the wide valley just after the starting area. The next lap around, Walters got the lead and went on to win it. Maroney was second, and Sparks was third. Harry Lowrie, #227x, was changing a plug when the banner dropped, but really got with it and moved up from dead last to fourth place (not a bad day's work, eh?)

Carl Marshall, #884x on a Husky, took the 250 Novice race, and Gary Westergaard was second. W.L. Turner, #218x, placed third on a Greeves.

The combined 500 and Open Expert race was the last of the day. At the first group of hoop-dee-doos, where the course crossed a sandwash about a mile from the start, desert ace J.N. Roberts, #2 on a borrowed Husky, had the lead. Smoke bomb Gaetz, #39 on a Triumph, and the young new Expert Steve Staats, #95 on a Bultaco, were both dicing for second spot. The next time around, Roberts had built up a big lead, doing wheelies up the hills, and broadsliding tight turns in the sandwashes. John Gaetz was running second with that big Triumph turned all the way up, giving it all he had on that tight course. Staats was running third and Gary Conrad, #26 on a Husky, was in fourth. Roberts kept building up his lead, and Conrad passed Staats on the third lap, and then passed Gaetz on the fourth lap, finally taking over second position. Staats then passed Gaetz to take over third. At the finish, it was Roberts for the win, Conrad second, and Staats third. Gaetz pulled in fourth and took first Open Class. Tom Maxwell, #54, pulled fifth and second Open Class.

The San Bernardino M.C. had well-marked courses, with good danger marks at the big ditches and road crossings. The checks were well-manned, and the races went off like clockwork; also, it helped a lot to be able to get the results from the club. The team of Husky riders out of Tracy's Shop in Burbank, had a good day, with a Open Amateur win, a 250cc Amateur win, and first and second in the Expert go.

The Rescue #3 Team was out again, and there were more than a few of us who needed their help. If anyone want to get in touch with them, their address is P.O. Box 1136, Barstow, California.

(Results on page 16)

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100cc competitor negotiates one of the countless rockyuphill sections and on to the noon check!

Oh goodie, one less to worry about!

THE HOT HARD GREENHORN ENDURO

Story and Photos by John Shedd

A description of the Pasadena M.C.'s 22nd annual Greenhorn Enduro would have to be hot and hard. Last year as riders prepared to leave from the start at Gorman, it was so cold that there was ice on the machines, but this year it was quite the opposite.

The start was moved back to Pearblossom in the southern part of Antelope Valley, Calif. and as riders pulled out in groups of four, after the 6 a.m. key time, it was already T-shirt weather.

Morning shadows became shorter and the desert sun hotter as the last of the 452 riders left Pearblossom. As the last riders were leaving the start, the low number plates were leaving the first gas check 29 miles north at Hi Vista. From Hi Vista, the markers led into Kern County and then east to Highway 395 and parallel to it to the gas check at Four Corners. After a 15-minute breather, they were off again, heading east across the desert passed Boron and California City to the noon check at Cinco.

A Rough Go

After noon check, the trail out of Cinco was the same as the one used last year. The steep, impossible downhill into Jawbone Canyon was the same, and Bob

Oh well, only 392 miles to go ... yeh ... only 392 miles.

J.N. Roberts finds the Greenhorn a good weekend workout.

Heh, that's not nice, stay on your own side.

Cruising down a fire-road with feet up and a transistor radio slapped to his ear (23c). This rider doesn't seem to be concerned about much of anything.

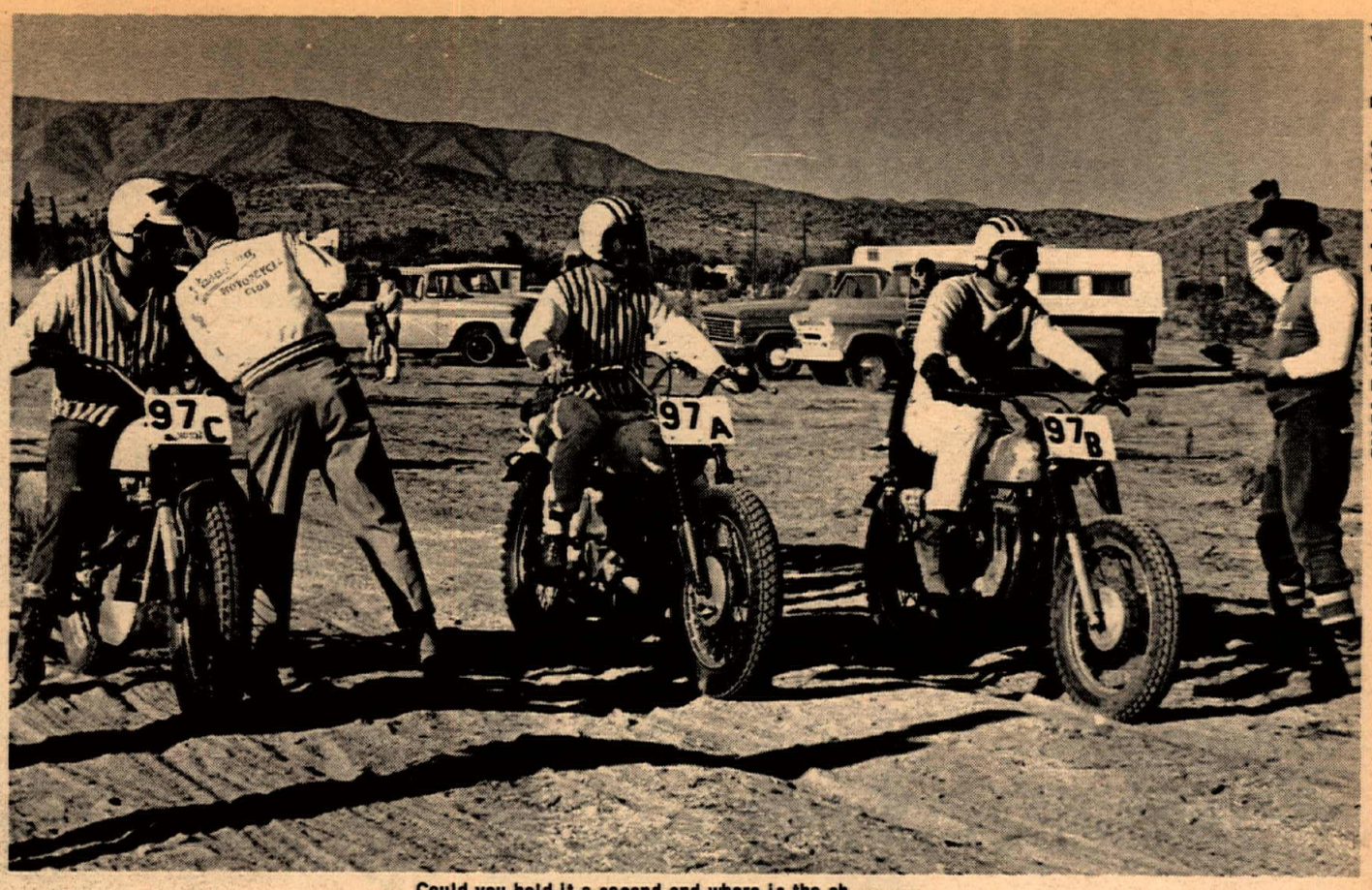
Green was the course captain just as he was last year. There was one difference. Last year this section hadn't been too hard, but this year it was a real bear. There was one particular uphill that really wiped out the riders. At a secret check, just before the Wagon Wheel gas stop, the first six riders that checked in were close together, but over fifty were running late at this time. It was the hardest section of the run, if this can be judged by the number that didn't make it through.

The course continued east across the desert floor and the mountain tops, crossing Government Peak and then to Johannesburg for a 15-minute break. Leaving Johannesburg, the trek continued north to Ridgecrest and a good night's sleep for weary riders.

The first day's toll on man and machine was heavy. Less than 100 riders came through the last check. This meant over 75% were now out of contention. Sunday had a few one day entries, and these along with some overnight repair jobs, pushed the start up to over 100 riders. The course snaked over the mountains, through the canyons and across the flat desert east and south of Ridgecrest, before stopping for noon check at Red Mountain. After Red Mountain, it was open desert almost all the way to Four Corners with the temperature around 110 degrees. The path from Four Corners was a duplicate of the first section Saturday except for a short loop near Hi Vista.

Shortly after 4:30 p.m., riders began arriving at the finish at Pearblossom. A handful of tired, happy riders made it the entire 435.2 miles, and the rest knew they'd make it all the way next year.

(Results on page 16)



Could you hold it a second and where is the ah.....

Professional looking equipment? Not really, it just psyches you out!

He's 63, and finished the event!

After stopping at fruit stand Gene Smith (18B) and fellow Triumph riders cross street at Four Corners, Cali.

Misspelled "Cherrys" (cherries) sign doesn't even attract this 100cc rider's attention, actually he's riding away in disgust.

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FIRST DISTRICT 37 A.M.A. MOTO-CROSS

Story and Photos by Maureen Lee

You might say that it was a shake-down cruise, the moto-cross the Antelope Ramblers threw at Saddleback Park Sunday, June 9 but for a shake-down, it ran very smoothly.

District 37 has come up this year with a moto-cross division and everything is still new to everyone unless they've been riding moto-cross sponsored by other organizations. Biggest disappointment the Ramblers had was the low pre-entry and the fact that riders just haven't been applying for moto-cross numbers. These cost $4.00 and as Dave Lewis the moto-cross steward explained it was obvious that a lot of riders didn't want to come up with the $4.00 with only four moto-crosses scheduled on the 1968 calendar. So purely as an experiment and to get the project going, this event allowed all riders to enter regardless of what competition card they held. So everyone who wished to got to ride but only those with moto-cross competition cards received any points towards their next year's number; however this does not set a precedent. It was to get the moto-cross division going.

Start of Open Expert class events with winner Chuck "Feets" Minert already gaining ground (center foreground) on his BSA. First AMA District 37 moto-cross event at Saddleback Park was a smooth-running success.

Triumph-mounted John Hateley, who romped away with the Open Novice class in great shape.

Wailin' in the 100cc Novice department was Bill Gomen and his Lobito.

Dave Aldana (115) and Tim Hart (22x) determinedly making it through the mudhole.

We'll say again the Ramblers put on one heck of a good race. Rounds were started off promptly, riders drawing for starting position on each round from a carton of numbered ping pong balls. Watching most of them pop them in their mouths for the ride to the starting line we couldn't wonder what would have happened if one had hit a bump...and... oops...gulp!

As most people probably know by now the old moto-cross course at Saddleback laid out by Joel Robert is closed down to keep the neighbors happy. They are a long way away but when one throws motorcycle events one learns to walk a tight-rope! The new course is good. It's long, about a mile and 3/10ths and the only gripe we heard was that there was too much off-camber stuff. There was quite a bit of it but then moto-cross was never intended to be a TT scrambles! We also griped a bit about the dust ourselves and had to forego taking pictures on some sections for fear of getting just too much dirt in the old Pentax...but...this will all be changed and we heard one rumor and we like to think it's true that sprinklers will be put in to take care of that problem. No watering truck could make it around and that's the way it should be.

The starting line takes you straight up a big wide hill with ample opportunity to get sorted out from your fellow riders before hitting the first turn. Spectators can see just about the whole course as part of it runs along a crest. Incidentally, the spectator area is quite a way off from the pits which keeps the racers happy with not too many unknown people around all the time while the spectators themselves can still see everything that's going on. The new course is not so hairy as the old, but it's a goody!

The Day's Racing

The activities started with the 100 Novices and it was Tom Rapp's day. Rapp built up really good leads over the rest of the troops on his Hodaka but he wasn't without competition who were sorting themselves out behind him. Dannie Hockie (Hodaka) was in second for a while and then suffered back luck in one round; Bill Gomen (Lobito) and wearing a Crowell jumper also had second for a while but both he and Hockie lost that second to Walt Bird on a Hodaka. After winning the three rounds Rapp went on to do 'em in in the lightweight sweep.

The 100 Amateur-Expert win was Claude Henderson (Hodaka) and he was another one to build up some fantastic

LOOK MA, NO INNERTUBES !!

For the first time in the 60-year history of the sport, tubeless tires were used successfully as Roger Reiman of Kankakee, Ill., drove his Harley-Davidson to a record qualifying speed and competed in the 27th annual Daytona Classic for Expert division riders.

Mike Babich, distribution manager for Goodyear's racing division, said the use of motorcycle racing tires without tubes was not previously disclosed by Reiman or Goodyear for competitive reasons, but was now being announced due to published reports of the achievement.

He cautioned, however, that the technique should not be attempted by non-competitive riders for street use. This is because it involves a precise method for sealing the 40 spoke holes in the rims, and the process remains in the experimental stage.

Babich explained that Reiman invented the idea of eliminating the tubes in his Blue Streak Motor Racer tires and approached Goodyear with the proposal. The company worked closely with him on the project.

Tubes are used in motorcycle tires, both racing and street types, to retain inflation pressure without air leakage through the spoke holes in the rim of the spoked wheels on the two-wheelers. Air leakage could result in the tire's losing its grip on the rim, sudden complete deflation, or less of positive traction and control.

Babich said Reiman realized two distinct advantages by not using tubes: elimination of about eight pounds of unsprung weight, and improved handling by reducing the centrifugal forces transmitted to the motorcycle by the spinning wheels.

The success of Reiman's experiment, Babich said, was reflected in his record 149.080 mph qualifying performance, 2-1/2 mph faster than the second-fastest rider and nearly 9 mph faster than the 140.230 mph record set a year ago by Fred Nix.

In the race itself, Reiman led or was among the front-runners until a broken oil line forced him to retire. His tubeless Goodyear tires performed faultlessly.

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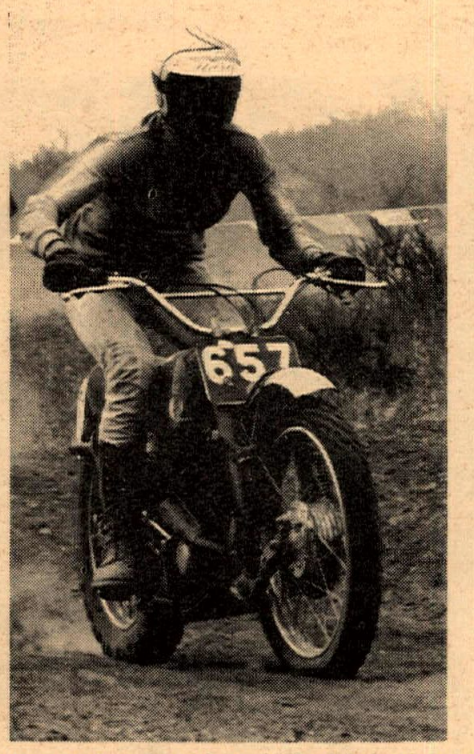
Desert Daisy Sandra Termin looking for daisies where there wasn't any. In trouble at the bottom of the hill she lost the front end just moments later . . .

...and down she went.

leads. Larry Nolen (Bultaco) took second over all and was the first Amateur. David Aldana (Suzuki) looked like a top contender more than once but his scooter was the one he rides in the scrambles. Set up like that and with tires that were just about useless in several places he made more than one excursion off the course and did a wheelie on the crest to end all wheelies! Tim Hart on a...now we're going to have to cop out and apologize Tim...we couldn't take time to find you in the pits between rounds as there was no break and every time you went by you were just a blur...to find out the correct name on your machine... closest we could come was Guzzani and you didn't have it on the entry blank either...anyway...Tim was flat flying as he always does and for more than a few times looked like he could be the day's winner. He got the third.

Danny Ortega on a Greeves did it in the 250 Novice class. He won the first two rounds then got a bad start in the third and was way back. By the second lap he was up to third and held it because with two wins all you need is a third to bring home the bacon. Three other major brands were also in there and hotly contending, Carl Cotton (Yamah) Tom Grant (Husky) and Tom Harrington (Bultaco) but this time it was the Greeves that triumphed.



Mary McGee, just about the best lady racer going.

Danny Ortega (Greeves) who socked it to 'em in the 250 Novice class.

The 250 Amateurs and Experts ran together and Husky rider Russ Darnell ran away with the class. Everyone was eagerly waiting for the heavyweight sweep to see what would happen when Chuck Minert, who zoomed away from the Open class, tangled with Darnell, but Minert left before the sweep. That Open class was quite a go. John Maynard (Bultaco) who ended second broke his handlebar off on the left side right at the crossbar early in the first moto and STILL finished. None of us could believe our eyes at John coming down the hill, through the mud hole and up the steep hill with one hand on the throttle and the other clutching the crossbar!

Extra Notes

It's always been our custom to give "pats on the back" where deserved (and space permits) and we have a couple from this race...first to "Team Fantasy"... wearing deep lilac jumpers these riders (six of 'em) are helped by Fantasy Mufflers in Buena Park and two of the team, Tom Rapp and Danny Ortega won their classes and we would like to see fellow riders in the neighborhood patronize Fantasy when they need mufflers because although not a motorcycle shop this establishment is squarely behind our sport which is more than you can say for some of name shops who don't care for racers...a pat too for lady racer Mary McGee on a 250 Greeves in the Novice race...Mary looked absolutely great and at the risk of upsetting other lady racers we have always thought that Mary is still the best gal racer around and that includes road racing too...we wanted to sing three choruses of "Rule Britannia" at our first real look at a Cheney Triumph...owned by Shamrock John Diskin this bike would have made news but poor John couldn't keep the chain on it...it was quite a drag that he and Lynn Wineland (Metisse-Triumph) had up the big hill from the mud hole and onto the ridge, Wineland had a very slight advantage but then his throttle stuck open and it was prudent to stop and fix it!...but if you get a chance to eyeball that Cheney...do... it's really something! And a big pat on the back to everyone who rode that race including the poor 250 Novice class... they didn't know the mudhole was filled with water while they were in the staging area and when they came around it was to find the Catalina Channel staring them in the face but most of them survived... and a pat again for the Ramblers...this was a first and it was a good one and you can bet it won't be a last.

(Results on page 16)

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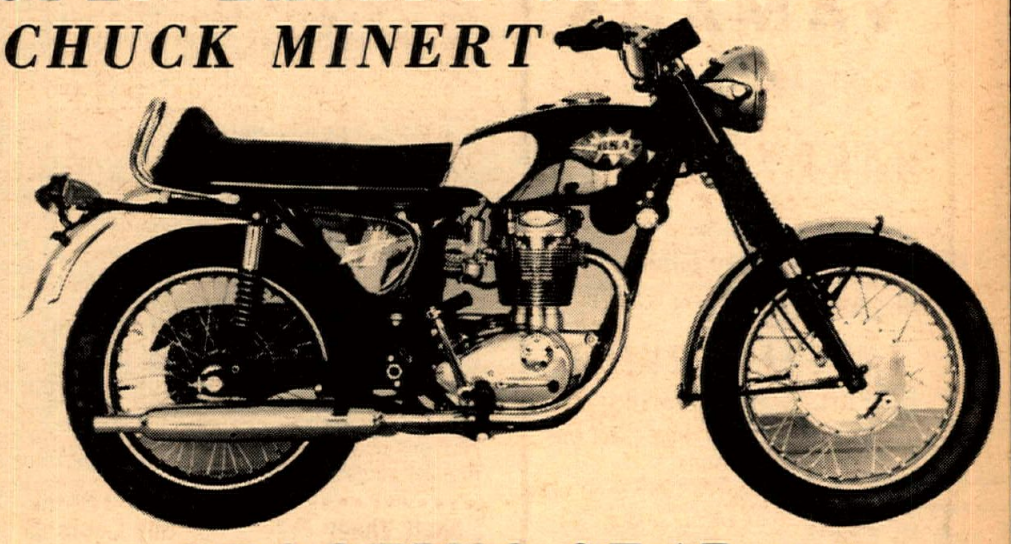
VICTOR WINS

SADDLEBACK MOTO-CROSS

OPEN EXPERT CLASS

CHUCK MINERT



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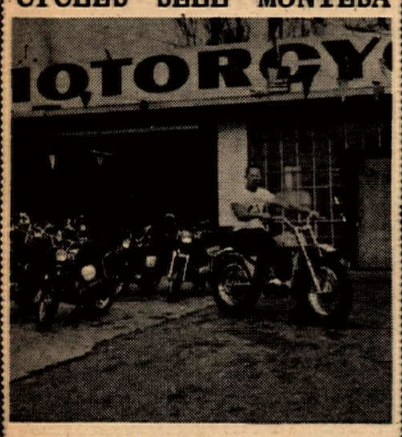

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BARRELLIN' AT BELLINGHAM

Story and Photos by Vic Ebbutt

Gary Anderson (153w) got 4th in Novice final.

Don Noble practices somersaults during Novice A Main.

TT racing at Bellingham, Wash. Sunday, May 26 can be classified only as an unqualified success although the field was limited to just 90 riders and 1100 spectators. The track was in excellent shape – hard and fast – and the weather was magnificent.

Ron Hoppe of Edmonds, aboard a Norton 750, was the outstanding rider of the day, winning both his heats and the Expert Main.

The battle for second spot between Dave Grout, on a Harley-Davidson, and Joe Dehners, riding a BSA, was a spectacle to behold as they swapped places repeatedly but finally Grout captured second and Dehners had to settle for third place money. Fourth went to National Number 13, Bob Budschat, on his 350cc Ducati.

Triumph rider Dale Silvey took the Amateur Class Main Event, followed by Bob Fievez, on a Greeves. Third to the checkered flag was Dick Waller (Triumph) and in fourth was Mike Stering on a new Royal Enfield.

Perpetual winner Squire Tomasie, on his Suzuki, was followed to the finish line at a distance of approximately six inches by John Bromley, who lost the lead in the fifth lap when he slid a little wide on one corner. Third and fourth went to Jim Cayou (Yamaha) and Gary Anderson, riding a Montesa.

Ron Hoppe (50w) on way to victory in Expert Main followed by #57v Joe Dehners and Bob Budschat, Nat'l No. 13.

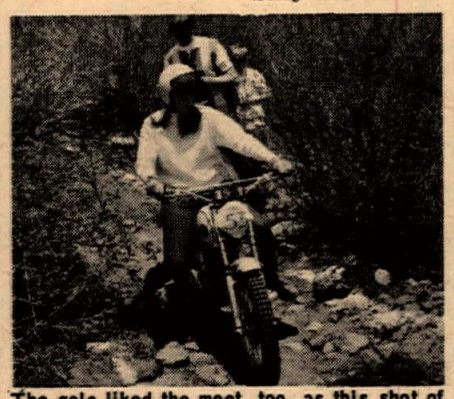
This event, sponsored by Mt. Baker Motorcycle Club, was extremely well organized and run with clock-like precision, as their events usually are.

Riders are invited to ride this fine TT track each Saturday night at the club's weekly three-star professional AMA race. Time trials are at 7:00 p.m.

(Results last week)

COLORADO SPRINGS FIELD MEET

Story and Photos by Beverly Dickerson



The gals liked the meet, too, as this shot of Mrs. Annie Brokaw on her 250cc Yamaha shows. She placed 7th out of 12 riders.

Sonny Anderson, riding a Greeves in the 250cc class, won first place. Here he starts his third event, the can transfer.

There was something besides dust in the air at Colorado Springs, Colo. last May 19. It was the news of the Dusters M.C. non-speed field meet held on top of a pockmarket hill high above the rest of the city. Events began with observed trials with Bill Brokaw officiating. This is the second time for this event to be held in our area.

The trials portion of the meet consisted of four traps. The light bikes were the best performers in these events with Sonny Anderson and Slim Dierson walking away with honors on their Greeves in the 250cc class. In the second trap one contestant failed to use his front wheel brake and wound up in a clump of low-growing scrub oak. In the fourth trap the only woman contestant, Mrs. Annie Brokaw on her Yamaha, was the first to negotiate the top. The first rider to try this trap had his bike walk right out from under him.

Fun Time

The next nine events were a stake race, a slow race, kick the can, can transfer, clover leaf, drag and stop, a run and drag, a spin around drag, and a balloon bust. These events picked up a couple of late contestants as well as a little wind and a few sprinkles of rain. Al Nesshoefer was the overall high scorer for the day with nineteen points. In the stake race in the 100cc class Jerry Gibbs on his Honda Super 90 came out on top with a time of 13.1 while Slim Dierson had a time of 12.6 in the 250cc class and Al Nesshoefer had a time of 14.5 in the open. In the run and ride event he who had the least to pick up and put down had half his problems solved. The fleetest for the afternoon were Jerry Gibbs in the 100cc, Vincent Hamm in the 250cc, and Al Nesshoefer in the open.

In the slow race Mike Willet in the 100cc, Bill Brokaw in the 250cc and (there's that name again) Al Nesshoefer in the Open walked off with firsts. The third event was a can transfer with Mike Willet in the 100cc, Bill Brokaw in the 250cc and Arley Scott in the Open winning this event. Next came kick the can with Jerry Gibbs in the 100cc, Vincent Hamm in the 250cc and Arley Scott in the Open kicking faster than anybody else. The drag race was won by Mike Willet in the 100cc, Bill Brokaw in the 250cc, and Lee Morris in the open, and the clover leaf was won by Dan Willey in the 100cc, Sonny Anderson in the 250cc, and Al Nesshoefer in the Open.

The last event of the day was the balloon bust with Dave Carriker winning the 100cc. Bernard Burdette and Al Noesshoefer won the 250 and the Open respectively but I think there was a little hanky-panky here as they both got off their bikes and rolled around on the ground to bust their balloons. Shucks, fellas, that wasn't in the rules!

(Results on page 16)

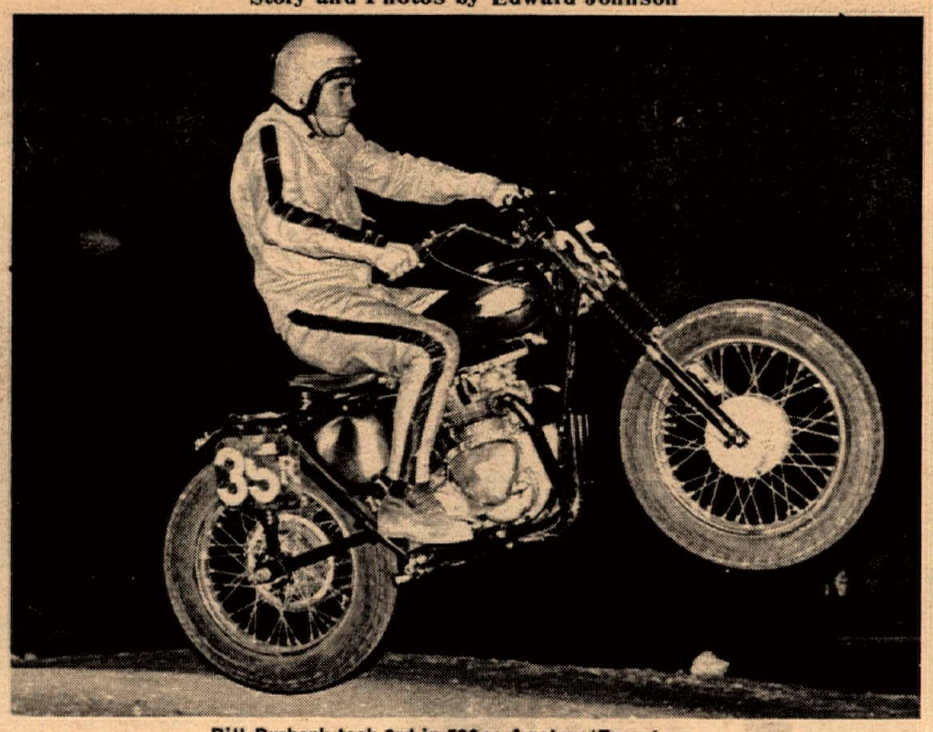
NEW MINI-SCRAMBLER FROM BENELLI

The Benelli 50cc Dynamo compact, which was introduced last year and met with great success, is now available in a "Scrambler" model. Beefed-up with larger 10-inch Pirelli knobby tires, luggage rack, and skid plate for engine protection, the Dynamo Scrambler comes with the 50cc Benelli two-stroke engine and four-speed transmission, features a larger carburetor, and has more low-end power and top-end speed than the previous machine.

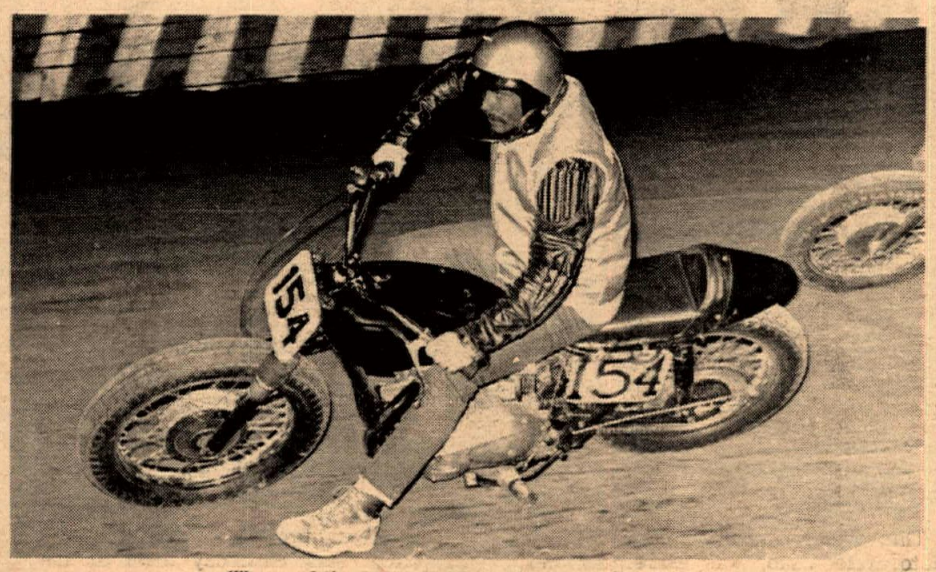
Both models are approved for highway use in all states. The Benelli Dynamo Scrambler carries a suggested retail price of $319.00 f.o.b. nearest warehouse. Dealerships available in selected areas. For further information, contact the exclusive U.S.A. importer/distributor: Cosmopolitan Motors, Inc., Dept. JCL, 5521 Wayne Avenue, Philadelphia, Penna. 19144.

HAULIN' FOR HURLIMANN AT MARYSVILLE

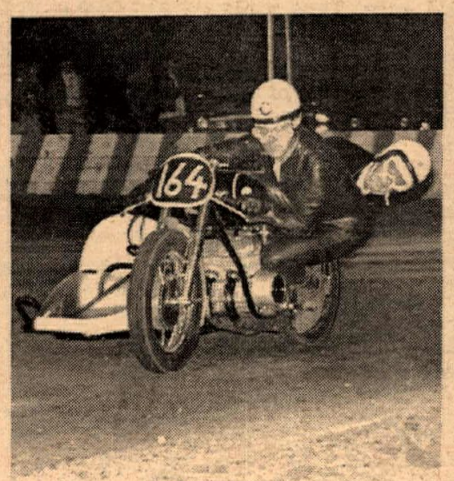
Story and Photos by Edward Johnson



Bill Burbank took 3rd in 500cc Amateur/Expert go.



Winner of the 650cc Novice, #154 Terry Briggs.



Sidehack rig gave exhibition run.

Heat race winner Skyler Shaff.

One of the good guys around the Marysville, (Calif.) bike track is Skip Hurlimann. He's been known for years as a friendly club member around the pits, but a hard working competitor out on the track. Fast moving as Skip may be, bad luck caught up with him a couple of weeks ago when he fell and broke his leg. To show Skip just how much Marysville thinks of him, a special benefit race was held in his honor on May 25, and it was a big success.

The race started after a wet track was worked down by trucks and bikes into something hard, smooth, and just a little this side of wild.

Balloon Time

The heats were all fast, but gave nothing more than a slight clue as to who would win the race. Before the revealing Mains were held, a half-time show was put on by a few reluctant riders. Balloons were attached to their helmets, then their passengers were given rolled-up newspapers. Once they forgot that they might look foolish, they got down to the business of having fun. Being confined to a small circle, they chased about til they caught up with each other, then proceeded to smash the daylights out of each other with the newspapers, til the balloons popped. The team with the least tire tracks on their bodies won, but it was all in fun and the spectators enjoyed themselves almost as much as the riders.

After a sidehack made its rounds of the track and left like a real bike – on two wheels – the Mains started. The 100cc showed some tight competition between Alex Jorgenson of Stockton and Jerry Tyler of Sacramento. They both moved away from everyone else with Tyler always ahead. Jorgenson put the coals to his machine on the last lap, but still came in behind by only a length.

In the 100-200 Amateur-Expert class Mike Ellis made his lead known from the start, but Paul Minor was hot behind him. In the second lap Mike moved so far out that he was out of everyone's reach, although Jerry Baugh moved into second with his hopes once on first.

The hot rider in the 200 Novice was Don Simons of Broderick, who managed to lap another rider to take first for his class.

The 250 Novice saw Don Erickson looking like a winner, but Doug Sizemore was close behind, waiting for just one slip, and when it came, Doug moved out and held his position for the win.

Marty Plumb snatched the lead in the 250 Amateur-Expert til he got a little wild in the corner and Dave Duarte managed to take the lead for a win in the Amateur class.

The 500cc class saw William Battaglia (Novice) and Manfred Heyrend (Amateur-Expert) taking clear firsts for their classes. Terry Briggs had first sewed up in the 650cc, and it looked like Skyler Shaff was a sure second til he unloaded in the next to last lap to give Bill Smith second spot.

First place winner for the 650cc Amateur-Expert class was Terry Hughes, but Dale Rich did some fancy legwork in the corners trying to catch the leader.

The races were a success, and a wish was held by all the riders that Skip Hurlimann would soon be back in action again.

(Results on page 16)

LEADERS BEATEN IN BOTH CLASSES AT SOUTH GATE

By Mike Capalite

The action was hot and heavy at South Gate, Cal.'s Trojan Raceway Wednesday night, May 29 as the point leaders were challenged by up-and-coming riders who are picking up their lap times a little more each week. As the season gets into summer vacation time and the younger riders can come out because there is no school the next day, it is really going to provide some exciting racing as well as provide the track experience these riders need. They will start out in the Junior class and then progress to the Senior class.

In the 100cc Class it looked like Paul Wilde was out to make sure there wasn't a repeat of last week's racing where he was beaten out by Jimmy Raymond, who pushed his Yamaha to the heat race win and then to a win in the Trophy Dash. It was evident that he would be the man to beat in the Main Event, but as they took the starter's flag, it was Tom Warren, one of last year's riders, who was up on Paul's rear wheel. Tom, who is on leave from the army before going to Vietnam, was one of the top riders last year on his potent Bultaco, and it looked like six months of working for Uncle Sam hadn't slowed him down any as he stayed right behind Paul Wilde. Jimmy Raymond on his Suzuki had a bad start and was in third place and was really pouring the coals to it, trying to repeat his win of the previous week, when he developed a little adhesion problem in the corner which left Tom an easy win. In the final laps, Paul's Yamaha seemed to be slowing down as if it were starting to seize, but he was still able to bring it in for a well-deserved second place. Rex Mc Cleod on a Yamaha finished third, while Frank Ching on a Kawasaki was fourth.

The 250cc Main Event was worth the price of admission alone, providing some of the finest racing yet seen at the South Gate track. Lee Stumpenhaus, who pretty well has this track down pat, started out in his usual manner by winning the heat race and the Trophy Dash. Then in the Main Event he got his usual jackrabbit start and took the lead on his Bultaco. Right behind him was Randy Ellis on the potent Honda tuned by Morgan Honda and although Randy rides hard, it is practically impossible to get around Lee on this track. He's smooth and steady, makes it a point never to leave the gate open, and is real handy at keeping riders behind him. As the race progressed, Randy quit trying to stuff a wheel under Lee and switched his tactics to the outside. Being the seasoned veteran that he is, Lee was too smart to be drawn outside trying to block Randy so as to leave a hole on the inside for him to dive into. Can you imagine Lee's surprise (as well as the crowds') as Randy in a burst of speed and full lock sliding took over the lead by getting Lee on the OUTSIDE. Even Lee was heard to comment later on the fact that he never though Randy would get him on the outside.

This seems to be the way the racing is going to run for the remainder of the season, so if you like exciting racing where you can sit in one spot and see all the action, come to Trojan Raceway every Wednesday night. The 250cc main finished up with Carroll Skov on the Bultaco in third place and Donald La Mastus on a Yamaha in fourth.

(Results on page 16)

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FREMONT SCRAMBLES
Fremont, Cal., Sun., May 26, 1968

By Larry Stewart

650 EXPERT
1. Jim Rice Tri
2. Bud Kneass Tri
3. Rick Otto Tri
4. Lance Anderson BSA
5. Duane Spence Tri

650 AMATEUR
1. Bart McMurry BSA
2. Bob Boaz Tri
3. Charlie Wheeler Tri
4. Greg Rondy Tri
5. Mario Rinaldi BSA

650 NOVICE
1. Jim Morrill Tri
2. Darrell Blair Tri
3. Gary Dillard Tri
4. Frank Elleard BSA
5. Paul Kardinski Tri

500 EXPERT
1. Bob Sousa Tri
2. Bruce Texiera Tri
3. Allen Kenyon Bul
4. Paul Johnson Bul
5. Ray Abrams Bul

500 AMATEUR
1. Conrad Saxelby BSA
2. Bud Gibson Mat
3. Richard Wymer BSA
4. Mike Pierce Bul
5. Leonard Page Tri

500 NOVICE
1. Al Saldivar BSA
2. Dave Newman BSA
3. Richard Jacobs Tri
4. Fred Trifilo BSA
5. Robert Johnstone Bul

350 AMATEUR
1. Vernon Tranberg Hon
2. Charles Dunbar Hon
3. Jim Richardson Hon
4. Ron Davies Hon
5. Bud Riddle Yam

350 NOVICE
1. John Anderson Hon
2. Rick Trombley Hon
3. Colin Cahill Hon
4. Craig Fillmer Hon
5. Paul Babo BSA

250 EXPERT
1. Paul Johnson Suz
2. Allen Kenyon Bul
3. Mark Brelsford Bul
4. Dave Hanson Kaw
5. John Silva Bul

250 AMATEUR
1. Scott Diffenbaugh Suz
2. Robert Morgan Bul
3. Jan Mireault Bul
4. Joe Soto Bul
5. Harold Raggie Yam

250 NOVICE
1. Don Chipman Bul
2. Kenneth Krake Suz
3. Bruce Fournier H-D
4. Jim Rice Bul
5. Keith Cauble Yam
6. John Preston Bul
7. Larry Frey Bul

200 AMATEUR
1. Jerry Clark Bri
2. Lynn Mobley Bul
3. Leonard Garcia Bul
4. Larry Darr Bul
5. William Brown Bul

200 NOVICE
1. Sheldon Kimball Bul
2. Dave Coffaro Bul
3. Stan Caffott Bul
4. Ron Smith Bul
5. Mike Farley Bri

100 AMATEUR
1. Jack Jensen M-B
2. Derek Olsen Suz
3. Jackie Paro M-B
4. Bill Graham Hod
5. John Gennai Sac

100 NOVICE
1. Fred Bennett Hod
2. John Mason Hod
3. Fred Guzzi Hod

REVELIERS HILLCLIMB
Bakersfield, Cal. Sun., May 19, 1968

By M.J. Oxford

90-199 CLASS
1. Robert Silva (A) Suz
2. Michael Frezell (A) Par
3. Kevin Smith (A) Hon

200-304 CLASS
1. Al Ponti (E) Bul
2. Larry Silva (A) Bul
3. Manuel Ponti (A) Bul
4. Gordon Miller (A) Bul

305-449 CLASS
1. Clay Catlett (A) Hon
2. Roger Voyles (A) Hon
3. Billy O. Bryant (A) Hon

540-649 CLASS
1. Gordon Miller (A) Tri
2. Mel Cunha (A) Tri
3. Jimmy Danford (A) Hon

650-UP CLASS
1. David Priddy (E) BSA
2. Larry Smith (A) BSA
3. Dick Oxford (A) H-D

RAMS VICTORS BENEFIT DUAL EUROPEAN SCRAMBLES
Hi-Vista, Cal., Thurs., May 30, 1968

By Dick Wright

TRAIL BIKE NOVICE
1. Wayne Garrett
2. Wayne Ragland
3. Larry Sovern
4. Allen Wirstzel

TRAIL AM./EXP.
1. Jack Morgan (Ex.)
2. Eric Jensen (Ex.)
3. Frank Morgan (Ex.)
4. Wes Anderson Jr. (Ex.)
5. W.C. Stamfill (Am.)

250 NOVICE
1. Earl Penny
2. Dave Lopera
3. Gary Wertergaard
4. Ken Werton

250 AM./EXP.
1. Larry Lawson
2. Glen Thomas
3. Ray Johnson
4. Gary Cole

500 OPEN NOVICE
1. Al Nunnally
2. Mike Gula
3. Duffy Hambleton
4. Arden Schug

500 OPEN AM./EXP.
1. J.N. Roberts Ex. Hus
2. Steve Staats Ex. Bul
3. Tim Smith Ex. Mon
4. Doyle Fields Ex. Bul
5. Lynn Fortner Am. Hus
6. H. Mortensen O.A. Tri

VICTORS M.C.

250 AMATEUR
1. Bob Kulak H-D
2. Bruce Dunford Gre
3. Ross Termin Bul

250 EXPERT
1. Larry Bergquist Bul
2. Larry Lawson Hus
3. Bob Rodine Hus

350 NOVICE
1. Ed Houtz Bul
2. Joseph Cortez Hon
3. Bill Kelly Hon

500 NOVICE
1. Lanny Lehigh Hus
2. Nick Gula CZ
3. Larry Burns Hus

OPEN NOVICE
1. Stan Lowrey Tri
2. Richard Hughes Tri
3. Duffy Hambleton Tri

500 AMATEUR
1. Lynn Fortner Hus
2. Wayne Peterson BSA
3. Sam Burg BSA

OPEN AMATEUR
1. Dave Brewer Tri
2. Bill Hammer Tri
3. Harold Mortensen Tri

500 EXPERT
1. Ron Fry Hus
2. Tim Smith Mon
3. Doyle Fields Bul

OPEN EXPERT
1. Tom Maxwell Nor
2. Barry Hirst Tri

TRAIL BIKE NOVICE
1. Wayne Garrett Hod
2. Randy DeVine Hod
3. Dwight Furnish Hon

TRAIL BIKE (AMATEUR)
1. Mark Rader Hod
2. Pet Classen Hod
3. Mitch Miller Sac

TRAIL BIKES (EXPERT)
1. Jack Morgan Hod
2. Frank Morgan Hod
3. Wes Andersen Jr. Hod

250 NOVICE
1. Earl Penny Gre
2. Don McNamee Bul
3. Mike Hinshaw Gre

5-MILE NATIONAL CHAMPIONSHIP
Livonia, Mich., Sun., June 2, 1968

By Frank Mayer

EXPERT FINAL
1. Ronnie Rall H-D
2. Bart Markel H-D
3. Gary Nixon Tri
4. Dick Mann BSA
5. Fred Nix H-D
6. Cal Rayborn H-D
7. Chuck Palmgren Tri
8. Neil Keen BSA
9. Mert Lawwill H-D
10. Jack Warren H-D
11. Don Twigg BSA
12. Ted Heil H-D

AMATEUR FINAL
1. Larry Darr H-D
2. Joe Brewer H-D
3. Bob Maiers BSA
4. Dave Atherton H-D
5. Jim Locander H-D
6. Howard Lovett H-D
7. William Paquin BSA
8. Robert Litten H-D
9. Elvis Nicholson H-D

STOCKTON M.C. SCRAMBLES
Lodi, Cal. Sun., May 26, 1968

By Edward Johnson

100 NOVICE
1. Alex Jorgensen
2. Jerry Helwig
3. Henry Leslie

100 AMATEUR
1. Kenny Roberts
2. Jerry Shahan

200 NOVICE
1. Patrick McKee
2. Donald Simons

250 NOVICE
1. Jim Crenshaw
2. Jim Ferroni
3. Doug Sisemore

250 AM./EXPERT
1. Ray Huff Ex.
2. Steve Ferroni Am.
3. Jerry Gray Ex.
4. Jim Kiser Am.

350 NOVICE
1. Rick Graves
2. Joe Brazil

500 NOVICE
1. Bill Evans
2. Bud Smith

650 NOVICE
1. Jim Nichols
2. Jerry Philpott

650 AM./EXP.
1. Don Stover Ex.
2. Ray Huff Ex.
3. George Machado Am.
4. Ray Holt Am.

PERRIS VALLEY M.C. SCRAMBLES
Perris, Cal., Sat., June 1, 1968

50cc CLASS
1. Hank Scott Hon
2. Rick Parker Hon
3. Steve Herrera Hon

100cc NOVICE A
1. Paul Lambert Hod
2. George Gillespie Yam
3. Don Fruenberger Bul

100cc NOVICE B
1. Andy Steel Hon
2. Ken Johnson Hod
3. Bob Sanders Yam

100cc NOVICE C
1. Bill Eich Hod
2. Terry Stampford Hod
3. Stanley Sweeney Kaw

100cc AM./EXP.
1. Fred Edwards Yam
2. Richard Sweeney Kaw
3. Kirk McDowell Bul

175-200cc CLASS
1. Sandy Armstrong Bul
2. Gary Griffing —
3. Roy Griffing —

250cc NOVICE A
1. Wayne Wrisenant Yam
2. Sam Fisk Hus
3. Harvey Lund H-D

250cc NOVICE B
1. Loyal Walker Bul
2. Irwin Moore Bul
3. Steve Gardner Bul

250cc AM./EXP.
1. Tony Denius Mai
2. John Kalt Hon
3. Eddie Shimanth Mai

500cc NOVICE A
1. Sandy Armstrong BSA
2. Jay Wall Mai
3. R.E. Lynch —

500cc NOVICE B
1. Meredith Clars BSA
2. C. Smith Tri
3. Roy Griffing Tri

650cc NOVICE
1. Dave Bryant BSA
2. Jim Manpin Yam
3. Paul Highfill Mai

650 EXPERT MOTO
1. Mike Posey
2. Tony Denius
3. Fred Edwards

TROJAN SHORT TRACK
South Gate, Cal., Wed., May 22, 1968

By Mike Capalite

100cc JUNIOR
1. Dan Hazel Yam
2. Sam Gardner Hon
3. Harold Mortensen Hod

100cc SENIOR
1. Jimmy Raymond Suz
2. Paul Wilde Yam
3. Tom Warren Bul

250cc JUNIOR
1. Frank Barrena Bul
2. Jim Posey Yam
3. Tom Vardman Bul

250cc SENIOR
1. Lee Stumpenhaus Bul
2. Carroll Skov Bul
3. Tom Warren Bul

SAGEHOPPERS M.C. MOTO-CROSS
Encinitas, Cal. Sun., June 2, 1968

By Bill Pettigrew

100cc EX./AM.
1. Gary Bailey Hod
2. Jack Morgan Hod
3. Tom Rapp Hod
4. Chuck Claydon Kaw
5. Rusty Burkert Hod

100cc NOVICE (1st Flight)
1. Don Billington Yam
2. Steve Bell Hod
3. Don Faudenberg Bul
4. Rusty Burkert Hod

(2nd Flight)
1. Norval Woolstenhulme Hod
2. Robert Hartley Hod
3. Frank Fisher Kaw
4. Les Martin Hod

(3rd Flight)
1. Tom Rapp Hod
2. Bob Merickle Hod
3. Dan Phillips Hon
4. Ed Bolen Hod

250 EX./AM.
1. Larry Lawson Hus
2. George Etheride Hus
3. Ed Martin Yam
4. James Bentley Hus
5. N.L. Summey Hus

250cc NOVICE (1st Flight)
1. Victor Hannan Kaw
2. Brad Brown Hus
3. Mat McLaughlin Bul
4. Ron Farmer Mon

250cc NOVICE (2nd Flight)
1. Kevin Stafford Yam
2. Dan Ortega Gre
3. George Gast Mon
4. Herman Esswein Mon
5. Royce Freeman Kaw

500 OPEN EXPERT
1. Larry Lawson Hus
2. John Kenyon Hus
3. Gary Bailey Gre
4. Don McCarley Mai
5. Mark Gooding Mai

500cc NOVICE
1. Ken Seib Hon
2. Bob Goodman Mai
3. Gary Rateliss Tri
4. Walter Kuhn Jr. Hon
5. Allan Martin Bul

OASIS SCRAMBLES
Fallon, Nev., Sun., May 26, 1968

By Andrew Sewell

100cc CLASS
1. Cliff Richards Hod
2. Don Rudd Hon
3. Brian Young Hod

250cc CLASS
1. Charlie Stewart Bul
2. Homer Hybarger Hon
3. Bill Kreici Bul

250 NOVICE
1. Duane Sandin Mon
2. Ron Clark Bul
3. Ernest Luaker Bul

250 AM.-EXP.
1. Barclay Trehal Bul
2. Tom Clark Yam
3. John Monticelli Kaw

500cc NOVICE
1. J. Barham Mai
2. Keith Blair Bul
3. Tim Chambers BSA

OPEN MOTO
1. Bob Clark Bul
2. Tony Diebold BSA
3. S. Shaff Tri

TROJAN TT
So. Gate, Cal. May 30, 1968

By Mike Capalite

100cc 50-LAP TT MAIN
1. Dale Hopkins Hod
2. R.W. Ring Hod
3. Tom Warren Bul
4. Gary Scott Hon
5. Randy Ellis Bri
6. Bryan Spinks Yam
7. Mike Carver Hod
8. Norman Beedham Hod
9. Myrle Hamm Bri
10. Troy McKee Hod

CYCLELAND SHORT TRACK
Chico, Cal. Sat., May 25, 1968

By Lisa Willis

MAIN EVENTS

100cc CLASS
1. Joe Allen Kaw
2. John Allen M-B
3. Francis Lavara Hon
4. Jim Vendley Bri

200cc CLASS
1. Dick Tunner Hon
2. Mike Rockwell Yam
3. Tom Jones Bul

250cc CLASS
1. Mike Corcoran Bul
2. Bob Vaughn Hon
3. Ken Norbere Yam

ASCOT HALF-MILE
Gardena, Cal., Fri., May 31, 1968

By Carol Sims

15-LAP EXPERT MAIN EVENT
1. Mel Lacher H-D
2. DeWayne Keeter BSA
3. Jim Nicholson BSA
4. Al Gunter Mat
5. Randy Say BSA
6. Phil Todd BSA
7. Clyde Litch Tri
8. Elliott Schultz R-E
9. Pat Gosch Tri
10. Chuck Jones BSA

Time: 5:51.06 *Did Not Finis

3-LAP EXPERT TROPHY DASH
1. Mel Lacher H-D
2. Chuck Jones BSA
3. Clyde Litch Tri
4. DeWayne Keeter BSA

Time: 1:11.45

10-LAP AM. MAIN EVENT
1. Mark Brelsford BSA
2. Tom Rockwood Tri
3. Mike Morton BSA
4. Don Harms H-D
5. Ted Yoder R-E
6. Jack Wilkinson Hon
7. Reg Chosney BSA
8. Geezer Emick BSA

Time: 4:01.07

8-LAP NOV. MAIN EVENT
1. Keith Mashburn Yam
2. Dave Stroman H-D
3. Bob Fulton Yam
4. Don Dudek Yam
5. Randy Galindo Yam
6. Tom Sherman H-D
7. Rory Randall Yam
8. Gil Robbins Yam
9. Jim West Bul
10. John Silverbauer BSA

Time: 3:20.46

ASCOT TT
Gardena, Cal., Sat., June 1, 1968

By Carol Sims

15-LAP EXP. MAIN EVENT
1. Skip Van Leeuwen Tri
2. Dusty Coppage Tri
3. Jack Simmons Nor
4. Paul Bostrom Tri
5. Dave Palmer Nor
6. Jack O'Brien Tri
7. Ralph White Tri
8. DeWayne Keeter Tri
9. Butch Landguth Tri
10. Eddie Mulder Tri
11. Clyde Litch Tri*
12. Steve Scott Tri*

Time: 11:55.35

10-LAP AM. MAIN EVENT
1. Jim Rice BSA
2. Jim Peterson BSA
3. Rick Otto Tri
4. Ben Fakelldy Tri
5. Ron Pierce Tri
6. Rob Harrison Tri
7. Bob Hynes Tri
8. Al Finan Tri
9. Reg Chosney Tri
10. Dan Carlton Tri*
11. Mark Brelsford Tri*
12. Alex Chinowski Tri

Time: 8:09.34

8-LAP NOV. MAIN EVENT
1. Dave Hansen Kaw
2. Rick Newby Bul
3. Keith Mashburn Yam
4. Dave Aldana BSA
5. Jim Thomas Bul
6. Eric Olesen Bul
7. Randy Smith Bul
8. Don Dudek Yam
9. Ron Moore Bul
10. Don Castro Mon
11. Frank Willey Mon
12. Wayne Hosaka Bul

Time: 4:55.45 (New Track Record)

2-LAP EXPERT TROPHY DASH
1. Skip Van Leeuwen Tri
2. Dusty Coppage Tri
3. Jack Simmons Nor
4. Mark Brelsford Tri

Time: 1:37.46

2-LAP NOV. TROPHY DASH
1. Rick Newby Bul
2. Dave Hansen Kaw
3. Jim Thomas Bul
4. Keith Mashburn Yam

Time: 1:15.92 (New Track Record)

SANTA MARIA MOTO-CROSS
Santa Maria, Cal., Thurs., May 30, 1968

By Ben Coleman

0-125 NOVICE
1. Dennis McCay Hod
2. B.W. McCay Hod
3. Tom Standstill Sac
4. Walt Bird Hod
5. Richard Allen Hod
6. Jim Ward Yam
7. Wayne Rantz Hod
8. Mike David Suz
9. Richard Martin Hod

0-125 AMATEUR
1. Warren Sanders M-B
2. Larry Keeler Hon
3. Jim Amato Hod
4. Larry Cannady Hod

126-250 NOVICE
1. Howard Howell Yam
2. Orvis Stacy Kaw
3. Ken Greene Jr. Kaw
4. Steve Benedict Bul
5. Richard Nydam Yam
6. Bob McCarthy Hus
7. Walt Wagner Gre
8. Gary Davis Bul

126-250 AMATEUR
1. George Etheridge Hus
2. Tom Muto Hus
3. Woody Wilson Kaw

126-250 EXPERT
1. Walt Axthelm CZ
2. Eugene Cannady Bul
3. Ray McCarty Yam

250 OPEN NOVICE
1. Rex Lewis Gre
2. Tom Miles BSA
3. Terry Talley Hus

250 OPEN AMATEUR
1. Jack Monger Bul
2. Don Honser Hus
3. Hank Wessel BSA

250 OPEN EXPERT
1. Ron Nelson Mon
2. Gary Conrad Hus
3. Lon Peterson Mai

SWEEPSTAKES WINNER
1. Eugene Cannady Bul

TROJAN SHORT TRACK
So. Gate, Calif. May 29, 1968

By Mike Capalite

100cc JUNIOR
1. Rex McLeod Yam
2. Frank Ching Kaw
3. Dan Hazel Yam

100cc SENIOR
1. Tom Warren Bul
2. Paul Wilde Yam
3. Jimmy Raymond Suz

250cc JUNIOR
1. Donald LaMastus Yam
2. Dennis Burkman Hon
3. Robert Williams Jr. Gre

250cc SENIOR
1. Randy Ellis Hon
2. Lee Stumpenhaus Bul
3. Carroll Skov Bul

RESULTS

LIONS DRAG RESULTS Sunday, June 2, 1968

STOCK STREET:

AA — Speedy High	H-D	13.99	94.14
B — Spravge	Tri	13.62	94.93
C — Sommers	Suz	13.46	96.87
D — Decker	Hon	15.78	79.50
E — Roberta George	Suz	19.47	69.01

MOD. STREET:

A — Bruce Miller	H-D	11.81	117.00
TOP B — Fielding	Tri	13.14	100.00
E — C. Cash	Suz	12.82	101.91

GAS:

A — Chambers	H-D	11.94	114.50
B — American Speed Cycle	Tri	—	—
E — Korman	Suz	12.46	104.77

FUEL:

C — Vaughn	Yam	18.—	69.01

RESULTS

DUSTERS TT SCRAMBLES
Calhan, Colo., Thurs., May 30, 1968

By Beverly Dickerson

100cc B
1. Larry Lippert Yam
2. Delbert Armano Hod
3. Darrel Harsh Hod
4. Dana Carpenter Hon
5. Lindsay Fischer Bul
6. Lance Weber Bul
7. Bobby Dickerson Hon
8. Jeanne Judson Hod

100cc A
1. Tim Richards —
2. Al Davis Hod
3. Jim Harris Hod

175cc
1. Bob Neumeister Bul
2. Dan Latham Bul
3. Jim Causey Bul
4. Cotton Harris Bul
5. Richard Conger Bul

250cc B
1. Larry White Bul
2. Robert Strom Mon
3. Merlyn Plumlee Yam
4. Don Brent Kaw
5. James Blaylock Bul
6. Bill Cook Bul
7. John Crist Bul
8. Dave Wiggins BSA

250cc A MAIN
1. Leon Bechard Bul
2. Mike Willett Bul
3. Speed Richards Bul
4. Bill Pearce Bul
5. Allen Futamata Bul
6. Mac Lenz —

500cc MOTO
1. Speed Richards Bul
2. Nick Miller Bul
3. Clinton Ellis Tri
4. Bill Wayne BSA
5. Gene Zusa Tri
6. Wayne McFetridge Mon
7. Bob Ziku Tri

OPEN
1. Stan Adams BSA
2. Harry Turner BSA
3. Phillip Latham Tri
4. Ernie Love Tri
5. Ed Carroll Tri

AFM NATIONAL ROAD RACE
Orange Cty. Raceway Sun., June 2, 1968

By Tom Finlay

GP CLASSES
50cc
1. Don Dierking Hon
2. Tony Nicosia Suz
3. Rod Schmidt Ital

100cc
1. Jeff Pasternak Yam
2. Mike Lane Hod
3. Colin Jones Hon
4. Tom Howard Yam

125cc
1. Reg Pridmore Bul
2. Steve McLaughlin Hon
3. Pete Giordanengo Hon

175cc
1. Mike Velasco Bri
2. Ron Phillips Oss
3. Mike Sutherland Duc

250cc
1. Ralph White Kaw
2. Mike Lane Yam
3. Don Emde Suz
4. Sal Soto Yam
5. Don Vesco Yam
6. Tom Finlay Yam

350cc
1. Jimmy Chen Hon
2. Jerry Greene Bri
3. Dave Doan Hon

500cc
1. Ron Grant Suz
2. Reg Pridmore Nor
3. Bob Barker Nor

1000cc
1. Don Vesco BSA
2. Walt Fulton H-D
3. Dale Larson H-D
4. Mike Fettes Nor

PRODUCTION CLASSES
1. Gil Robbins Yam
2. Mike Velasco Bri
3. Stan Smith Bri

175cc
1. Alan Spears Hon
2. Don Van Veen Hon
3. John Colombero Oss

200cc
1. Steve Galbraith Bul
2. Jonas Israel Yam
3. John Lasater Suz

250cc
1. Walt Garnett Suz
2. Ken Green Kaw
3. Mike Fraer Bul

350cc
1. Jerry Greene Bri
2. Dave Blancett Hon
3. James Holt Yam

500cc
1. Ron Pierce Suz
2. Craig Lund Suz

YORK, PA. HALF-MILE
Thursday, May 30, 1968

By Judy McKeen

1st NOVICE HEAT
1. Pat Wilson Bul
2. Albert Grande H-D
3. #93F —
4. Roger Allen Bul

2nd NOVICE HEAT
1. Robert Martin H-D
2. Fraser Bul
3. Robert Robinson Bul
4. Jack Texture H-D

NOVICE MAIN EVENT
1. Robert Martin H-D
2. Fraser Bul
3. Pat Wilson Bul
4. #93F —

1st AMATEUR HEAT
1. Larry Darr H-D
2. Mike Farrell H-D
3. Pat Conroy H-D
4. Ron Adkins Tri
5. Wayne Wright H-D

2nd AMATEUR HEAT
1. Louis Moniz H-D
2. Dave Sehl H-D
3. Wendel Whisenhunt Tri
4. John Porter H-D
5. Dick Sears Tri

AMATEUR MAIN EVENT
1. Louis Moniz H-D
2. Larry Darr H-D
3. Mike Farrell H-D
4. John Porter H-D
5. Dave Sehl H-D

1st EXPERT HEAT
1. Mert Lawwill H-D
2. Ronnie Rall H-D
3. Gary Nixon Tri
4. Chuck Palmgren Tri
5. George Longabaugh H-D
6. Mike Myers Tri

2nd EXPERT HEAT
1. Bart Markel H-D
2. Don Twigg BSA
3. Dick Mann BSA
4. Cal Rayborn H-D
5. Earl Myers Tri
6. Jim Maness H-D

EXPERT MAIN EVENT
1. Dick Mann BSA
2. Bart Markel H-D
3. Ronnie Rall H-D
4. George Longabaugh H-D
5. Chuck Palmgren Tri
6. Jim Maness H-D
7. Earl Myers Tri

ELSINORE TT
Elsinore, Cal., Sun., June 1, 1968

100 NOVICE #1 MAIN
1. H. Egge Jr. Kaw
2. P. Shaver —
3. T. Trana Yam

100 NOVICE #2 MAIN
1. S. Hyder Hod
2. G. Mikendoll Bul
3. L. Barnes M-B

200 NOVICE
1. R. Norman Bri
2. T. Varoeman Tri
3. R. Lockwood Hon

250 NOVICE
1. R. Ellis Bul
2. V. Hannan Kaw
3. K. Stafford Yam

350-500 NOVICE
1. P. Eldridge Tri
2. G. Nard BSA
3. B. Reoms Tri

OPEN NOVICE
1. T. LaFortune Tri
2. R. Ellis Tri
3. P. Armstrong Tri

100 EXPERT
1. D. Hopkins Hod
2. T. Warren Lop
3. S. Nichols Hon

250 EXPERT
1. R. Ellis Bul
2. R. Vanderpool Yam
3. V. Hannan Kaw

500 & OPEN EXPERT
1. J. Sprague Tri
2. J. Flores Tri
3. R. Vanderpool Tri

ORANGE COUNTY SHORT TRACK
Friday, May 31, 1968

By Al Mark

100cc MAIN
1. David Aldana Suz
2. Ed McGregor Suz
3. Chuck Saxton Hon
4. Mike Lane Hod

250 TROPHY DASH
1. Stan Rogers Bul
2. Dave Aldana Oss
3. Chuck Saxton Hon
4. Randy Ellis Hon

250 MAIN
1. Stan Rogers Bul
2. Randy Ellis Hon
3. Mike Lane Yam
4. Chuck Saxton Hon
5. David Aldana Oss
6. Dave Lenar BSA
7. Si Porter Tri
8. George Stirber Mon

FAR WEST TT SCRAMBLES
Eureka, Cal., Sun., June 1, 1968

By Tom & Dean Dilling

0-100cc NOVICE (2 heats)
1. Ron Matson
2. Jim Seeber
3. Fred Pugh
4. Don McMorrow

250cc NOVICE (2 heats)
1. Mike Benson
2. Larry Howard
3. Rob Roy Nielson
4. Tom Dilling

350-500cc NOVICE
1. Dave Reynolds
2. Leonard Prince

200cc AMATEUR
1. Ed Tanyer
2. Gary Hurst

350 OPEN AMATEUR
1. Robin Foley
2. John Fleming

650 OPEN NOVICE
1. Edgar Frisbee

250 AM./EXPERT
1. Whitey Marks
2. Gerald Berquist

500 EXPERT
1. Billy Law

OPEN-EXPERT
1. Harvey Crews
2. Ron Bolling

100cc TROPHY DASH
1. Ron Matson

200cc AM. TROPHY DASH
1. Gary Hurst

250cc NOV. TROPHY DASH
1. Larry Howard
(Rained out; races not completed)

LUCKY SPOKES SCRAMBLES
Brush Prairie, Wash., Sun., June 2, 1968

100cc CLASS
1. Mark Baker Bul
2. Adron Lewis Kaw
3. Dale Hixson Yam

200cc CLASS
1. Bob Wiggins Bri
2. Mark Baker Bul
3. Adson Lewis Kaw

250cc CLASS
1. Bob Wiggins Bri
2. Ron Fox Yam
3. Jim Ding Hon

500cc CLASS
1. Ron Fox Yam
2. Vern Perry Tri
3. Ken Hast Yam

OPEN CLASS
1. Henry Schram Tri
2. Vern Perry Tri
3. John Ingram Tri

MARYSVILLE HURLIMANN BENEFIT SCRAMBLES
Marysville, Cal., Sat., May 25, 1968

By Edward Johnson

100cc NOVICE
1. Jerry Tyler
2. Alex Jorgenson
3. Don Hargis
4. Sparky Pinola

100-200 AM./EXPERT
1. Mike Ellis
2. Jerry Baugh
3. Paul Minor
4. Debbie Jackline

200cc NOVICE
1. Don Dimons
2. Don Gentili
3. Vic Krill

250cc NOVICE
1. Doug Sizemore
2. Don Erickson
3. Duane Sandin
4. Al Krill

250cc AM./EXPERT
1. Dave Duarte
2. Marty Plumb
3. Bill Dawson

350-500cc NOVICE
1. William Battaglia
2. Jim Hershman
3. Michael Said

500cc AM./EXPERT
1. Manfred Heyrend
2. Joe Henry
3. Bill Burbank

650cc NOVICE
1. Terry Briggs
2. Bill Smith
3. Skyler Shaff

650cc AM./EXPERT
1. Terry Hughes
2. Wayne Chase
3. Stanley Ross

100cc NOV./AM. GALS
1. Debbie Jackline
2. Daisy Stanton
3. Sue Childress

S.M.C. MEMORIAL DAY HILLCLIMB
Saddleback Park, Cal. Thurs., May 30, 1968

By Maureen Lee

100cc TRAIL BIKE
1. Joe Ambrose Bul 37:27
2. Butch Behm Yam 38:15
3. Grayson Fredrickson Yam 44:40
4. Paul Eastman Hod 57:64
5. Richard Greenwood Bul 58:40
6. Robert Silva 1:01.97

175cc CLASS
1. Quentin White Bul 31:80
2. Reginald Beals Hon 1:09.00

200cc CLASS
1. Larry Silva Bul 37:75

250cc SPORTSMAN
1. Cliff Lamb H-D 78'
2. Mel Cunha Hon 67'
3. Buzz Silva Bul 66'
4. LaMar Freel Hon 45'

350cc SPORTSMAN
1. Clayton Catlett Hon 140'
2. Roger Voyles Hon 85'

500cc SPORTSMAN
1. Chuck Minert BSA 100'
2. Mel Cunha Hon 86'
3. Lee Wright Tri 81'
4. Joe Ambrose Bul 64'
5. Dale Sullivan BSA 42'

OPEN SPORTSMAN
1. Frank Durso BSA Top
2. Dick Oxford H-D 120'
3. James Kelley Tri 53'
4. Curt Horst Tri 50'

HOOLIGAN
1. Chuck Minert BSA 109'
2. Mel Cunha Hon 100'
3. Frank Durso (tie) BSA 90'
3. Curt Horst (tie) Tri 90'
4. Clayton Catlett Hon 83'
5. Roger Vayles Hon 78'

ANTELOPE RAMBLERS MOTO-CROSS
Saddleback Park, June 9, 1968

By Maureen Lee

100cc NOVICE CLASS
1. Tom Rapp Hod
2. Walt Bird Hod
3. Bill Gomen Bul
4. Dannie Hockie Hod
5. Ross Termin Hod

100cc AM/EX. CLASS
1. Claude Henderson Hod
2. Larry Nolen Bul
3. Tim Hart Guz
4. Jim Brown Sac
5. Ed Schiedler Hod

250cc NOVICE CLASS
1. Danny Ortega Gre
2. Carl Cotton Yam
3. Tom Grant Hus
4. Tom Harrington Bul
5. J. Close Gre

250 AMATEUR CLASS
1. Bob Kulek Hus
2. Danny Carleton Oss
3. George Etheridge Hus
4. Kurt Lohmeyer Bul

250cc EXPERT CLASS
1. Russ Darnell Hus
2. Tom Senner Hus
3. Steve Stricklin Hus
4. Bob Riley Gre
5. Bob Maynard Kaw

OPEN AMATEUR CLASS
1. Bud Hedrick Hus
2. Joe Kulek Bul
3. Bob Mortenson Mai
4. Mono Fox Mai

OPEN EXPERT CLASS
1. Chuck Minert BSA
2. John Maynard Bul
3. Jeff Willis Mai
4. Scott King Mai
5. Bruce Jackson Gre

SWEEPSTAKES
LIGHTWEIGHT
1. Tom Rapp Hod

HEAVYWT. 250-OPEN
1. Russ Darnell Hus

TEAM PRIZE (Unofficial)
STUMPJUMPERS

PERRIS TT
Perris, Cal., Sat., June 8, 1968

50cc CLASS
1. Steve Nichols Hon
2. Mike Myers Hon
3. Phillip McDonald Hon

100cc NOVICE A
1. Dennis Ray Kaw
2. Ken Johnson Hod
3. Larry Lund —

100cc NOVICE B
1. Phillip McDonald Yam
2. Bob Sanders Yam
3. Richard Sanders —

100cc AM/EXP.
1. Kirk McDowell Bul
2. Steve Nichols Hon
3. Bob Frauenberger Suz

200cc CLASS
1. Gary Griffing Bul
2. Sandy Armstrong Bul
3. Glen Brunson Bul

250cc NOVICE A
1. Wayne Whisendnt —
2. Harvey Lund H-D
3. Neil Winston C-Z

250cc NOVICE B
1. Dennis Stubblefield Bul
2. Loyal Penn Bul
3. Ed Gilmore Bul

250cc AM./EXPERT
1. Ron Moore Bul
2. Bob Frauenberger Bul
3. DeWayne Jones Tri

350cc CLASS
1. Ron Killingsworth Bul
2. Floyd Spauldane Hon
3. Jay Wahl Hon

500cc CLASS
1. Kirk McDowell Bul
2. Sandy Armstrong Mai
3. Charles Fair Bul

650cc NOVICE
1. Jack Bohl Tri
2. Gary Sewell Tri
3. Sam Crook Mat

500-650 MOTO
1. Jim Hunter BSA
2. John Rice Hon
3. Fred Edwards Mai

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LODI LEAPS AGAIN

Story and Photos by Edward Johnson

A warm and drying noon sun looked down on a dusty Lodi Cycle Bowl, May 26, with an occasional gust of wind spreading the heat around. It was hot, but no one had time to be uncomfortable once the races started.

After a later-than-usual rider's meeting, and watering down of the track, the 100cc Novice started with a practice run. With a fairly-packed track, Henry Leslie got down to business by taking the lead. He held first spot til Alex Jorgensen decided to move out and slide his bike into first, with Leslie taking a third as Jerry Helwig found himself in second.

The 100cc Amateur event saw Kenny Roberts jumping out to first from the line and held it from Jerry Shahan, who couldn't push his machine hard or fast enough, and had to settle for a second.

It looked as though Patrick McKee and Donald Simons were fighting for second in the 200cc Novice class til the early leader slipped to fifth late in the Main.

Yamaha and Ray Huff teamed up for a great show in the 250cc class. Ray snatched first.

McKee had his hands full taking first from a fast-moving second place Simons.

In the 250cc class Jim Nichols took the lead off the line but lost his place and fell to last. Jim Crenshaw, who was moving up fast from second, moved into first and kept on going. Jim Ferroni, who took runnerup spot, was another rider who moved away from the pack but couldn't make it up to Crenshaw's lead.

Huff Puffs

The 250cc class was to show a real outstanding rider. He's Ray Huff, who calmly thundered up on all his competition to fly his one-lunger Yamaha by the checkered flag in good form with front wheel noticeably off the ground. Second place was taken by Steve Ferroni, who had the lead at the start, but not long.

Jerry Philpott (81E) here taking a new approach to cornering as (67H) Jim Nichols plays cool.

Looking good . . . . . .

And looking bad!

In the 350cc Novice class Rick Graves and Joe Brazil fought hard for first place. Joe had the lead at the start but Rick made it known that he wasn't going to settle for anything less than first. He ran past Joe and kept on going to get quite a lead on the rest of the field.

Bud Smith led the 500cc Novice class for a few laps til Bill Evans decided it was time to move up from third. He made the jump and kept on going to get a first in his class.

A change of positions was the idea held in the minds of the 650cc Novice class. They started with Jerry Philpott leading through the first corner, but then Jim Nichols jumped to first. His standing looked shaky as others fought hard for second place, but then fell back. At the end of the Main the checkered flag went to Nichols first and Jerry Philpott second.

Coming off the line for the 650 class the order was Don Stover, first; Ray Holt, second; and Ray Huff, third. Don held his spot in first place, but he was pushed hard by Ray Huff (250cc Yamaha), who moved up to second place and stayed there for the rest of the race.

The day's races were all good, with the only possible improvement being if more riders had found out what a good track Lodi has.

(Results on page 16)

RAIN OUT IN EUREKA

By Tom & Dean Dilling

The Far West M/C of Eureka tried for the second week in a row to present their first T.T. Scrambles of the season. Last week we were rained out completely but this time we made it about three-fourths of the way through the program before the skies opened up. The 250 Novice Trophy dash was the last race featuring four flops, with one rider going down twice in one lap as the traction was pure grease.

The heats were well organized and ran off with a touch of professionalism that is always appreciated by spectator and rider alike.

Two 0-100cc heats were held and two trophies in each. Ron Matson ran off and hid from his competition in the first heat followed a distant second by Jim Seeber but good enough for number two gold. Fred Pugh and Don McMorrow crossed the line in that order in the second heat.

The 250 Novice division also had two heats with four trophies. Number one man in the number one heat was Mike Benson and Larry Howard was second. Second heat had Rob Roy Neilson followed by Tom Dilling.

The Novice 350-500 racers tried to contend with Dave Reynolds but couldn't do it. This is getting to be quite a habit with this converted mud rider, I might add. Leonard Prince chased Dave for second.

The 200 Amateur group was led by Ed Thayer first and Garry Hurst number two.

The 350-Open race provided the only ambulance appearance of the day. On the sharp turn leaving the main track, Robin Foley was center-punched while running first. The race was black-flagged and after Foley gathered himself together and figured out where he was, a damage survey was held and showed a swollen clutch hand and a cut on his legs.

The race was restarted and it looked like an instant replay might occur each time the two went through the accident scene, but it didn't. It boiled down to two different riders and two different styles and nothing intentional, I think. Anyway, Foley finally made it to the checkered flag first.

Edgar Frisbee won the only trophy awarded in the 650-Open Novice heat. The Am.-Exp. 250 bunch ended up with Whitey Marks chased by Gerald Burguist to the trophy girl. Billy Law breezed home the winner in the Expert 500. Harvey Crews kept up his winning ways in the 650 Expert division followed by Ron Bolling.

It was really a shame that the remainder of the program was rained out as plenty of good racing was shaping up for one of the best crowds we have ever had. I took a small survey of the riders' opinions of the setup. Most realize the potential of the brand new facilities and are pleased. The complaints, if you want to call them that, were small things that can easily be changed – mostly concerning the course. One 650 rider went home after crashing into the wall during practice. I know one 250 Novice rider that has been into the wall three times in the same place. (Me.) But that is just sheer stupidity.....

Beginning this week, owner-builder Bob Britt will begin the dust retardant treatment of the race course and the other minor items will be changed also to make the track even better than it is. So, everyone refrain from doing the rain dance and we'll see you Sunday, June 21.

SLO-POKES MEMORIAL DAY MOTO-CROSS

Story and Photos by Ben Coleman

Memorial Day, Thursday May 30, was celebrated in an exciting fashion by 144 riders from all across the country, at the Santa Maria Speedway in Santa Maria, Calif.

The scene was the third moto-cross presented by the Lompoc Slo-Pokes M.C., this one AMA-sanctioned and held under a cloudless sky, with weather in the low 70's.

Practice started at 10 a.m. sharp and the first hour was filled with plenty of action for the fans.

On hand for the moto were Ron Nelson on his Montesa Capra 360 GP; Lon Peterson (Maico) and Gary Conrad Husqvarna-mounted. They put on a good show in their class, the 250-Open Expert, with Ron taking the second and third moto while Gary copped the first. Lon Peterson pulled in third.

Ron Nelson had a little trouble during his second moto when he lost his brakes before he had completed the first lap but, as Ron said, "It gives you a funny feeling to lay down on the brakes only to find there is nothing there. But I used my faithful compression release and kept going." And go he did...to first place trophy.

The first race of the day was the 0-126 Novice. There were 49 entries in this class so they were divided up into "A" and "B" heats. Then the top ten in each heat were off for the trophies in a third moto.

The start-finish line was placed in the middle of the big oval for the benefit of the fans in the grandstand. The big jump had been the main attraction in the past races, but this time the action was in the center ring around the first turn, far enough away from the starting line to give the riders a chance to bunch up. Competition was hot and heavy with every rider trying to be first out of the turn.

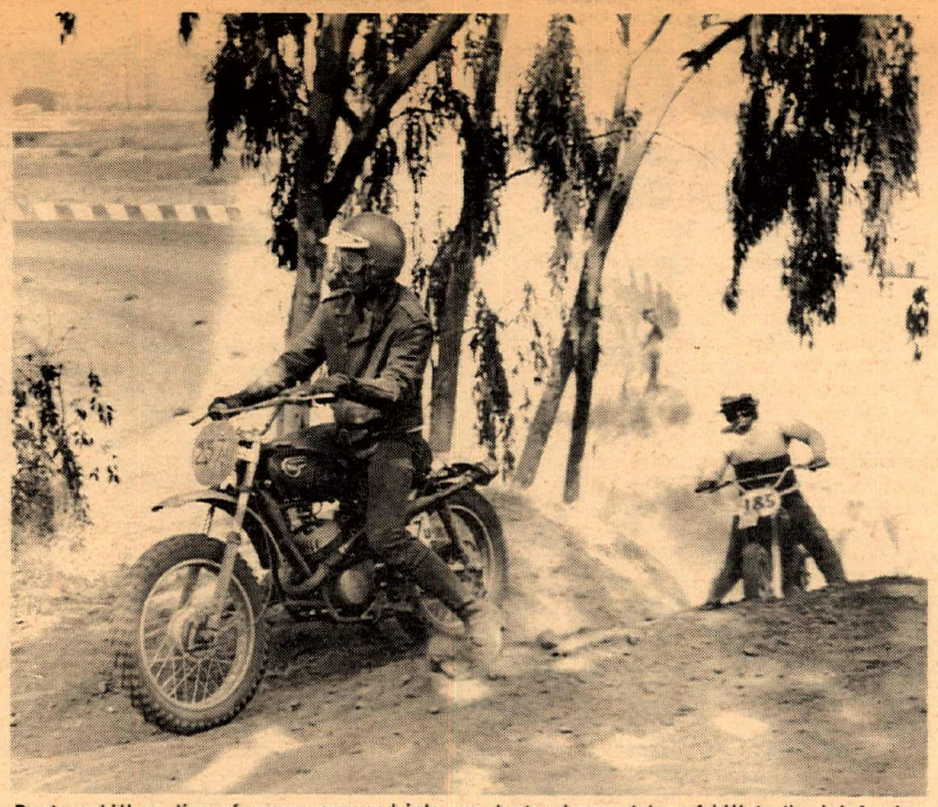
The 0-125 Novices were the most exciting group to watch going around the pole. Jockeying for position here was out of the question; just getting around the turn was the biggest concern of most of the riders. When the dust settled somewhat – it didn't settle very long at a time all day – it was Dennis McCay and brother B.W. McCay, both on Hodakas, swapping back and forth through all their motos to finally wind up with Dennis first and B.W. second overall.

The 0-125 Amateur class was a fast race for small bikes. No one was wasting any time. Warren Sanders (MB), took the only trophy for that class.

Benedict Bears Watching

The 126-250 Novice was also broken up into A and B heats. An 18-year-old, Steve Benedict (Bultaco), out for his second time, put on a beautiful job of leading the rest around the course to come in first in his heat and take a fourth place overall. He's one boy to watch.

In the 126-250 Novice final moto, the first turn around the center pole was a traffic jam . Everyone hit this turn at the same time, but they had all been this route before and took it a little slower. So much in fact, it was slow-motion action here until Howard Howell slammed his Yamaha through the pack and led the rest off to a good race. Howell and Steve Benedict (Bultaco), swapped back and forth for first place with Ken Greene Jr. (Kawasaki). In the end, though, it was Howell first with Orvis Stacy (Kawasaki) second; Ken Greene Jr. stayed with it for third and Benedict took an easy fourth.



Dusty uphill section of course emerged into eucalyptus trees at top of hill to the brief enjoyment of riders.

Novice 100cc pilots get away for their second moto with Dennis McCay taking number one brass.

Mighty Montesa mounted Ron Nelson at speed. Ron snatched first 500 Expert.

Maico mounted Lon Peterson displaying his jumping style.

Gary Conrad, now riding 360cc Husky, grabbed second in 500cc Expert. Gary won his first moto and rode to a second in the last two.

The noise and action reached its peak in the 250-Open class. In the 250-Open Novice Rex Lewis, Greeves-mounted, did a terrific job and rode off with first place trophy. Tom Miles stayed with him all the way for second place honors. In the 250 Open Amateur, Jack Monger did a beautiful job on his Bultaco and showed the rest of the riders the short route around the course, edging out Don Honser (Husqvarna) to get top honors. Don stayed there for second, while Hank Wessel placed third on his BSA.

Gary Conrad astride his Husky Viking took the first moto. Then Ron Nelson (Montesa), took the second and third moto to get first place overall. Gary received second and Lon Peterson (Maico) grabbed third.

After the results were posted the top three winners of each class were staggered out in a two-lap handicap race for an impressive Sweepstakes trophy. Bultaco rider Eugene Cannady slammed his way from the back of the staggered start to the front to cop this trophy.

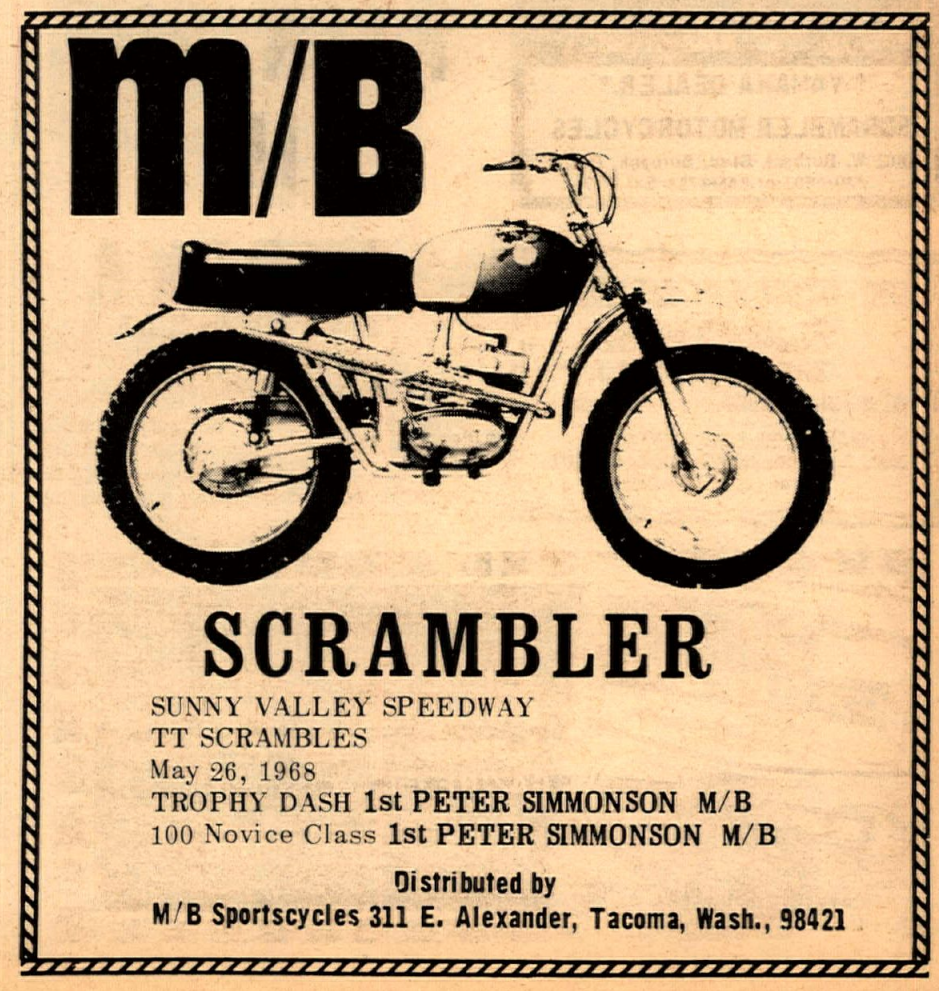
Good Go

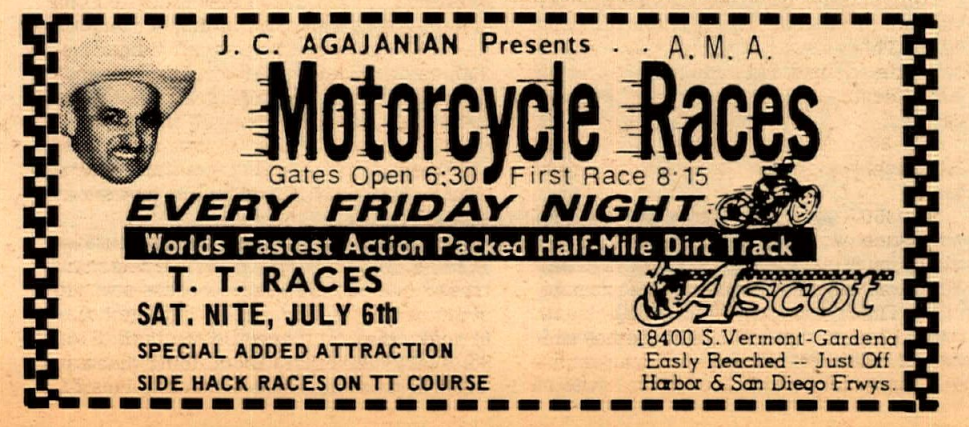
Larry Fessenden, President of the Lompoc Slo-Pokes, speaking for the club, stated they had hoped for but not expected such a turnout in the quality of riders. They were happy with the results and were sure everyone had a good run. Larry informed me that in future races, they are making arrangements to have the water truck wet down the hill west of the grandstand. This should hold down the dust quite a bit. In the last few weeks warm weather and very high winds have dried out the track to near-desert conditions. The Slo-Pokes hope to have this problem licked in the future.

There were no serious accidents or spills during the entire day. All dangerous spots were well covered with flagmen and old tires.

I would like to thank both riders and officials for their cooperation in this, my first venture as photo-reporter for this paper. In particular, many thanks to Larry Brooks for the complete race results and to Bob Dobbs, starter.

(Results on page 16)





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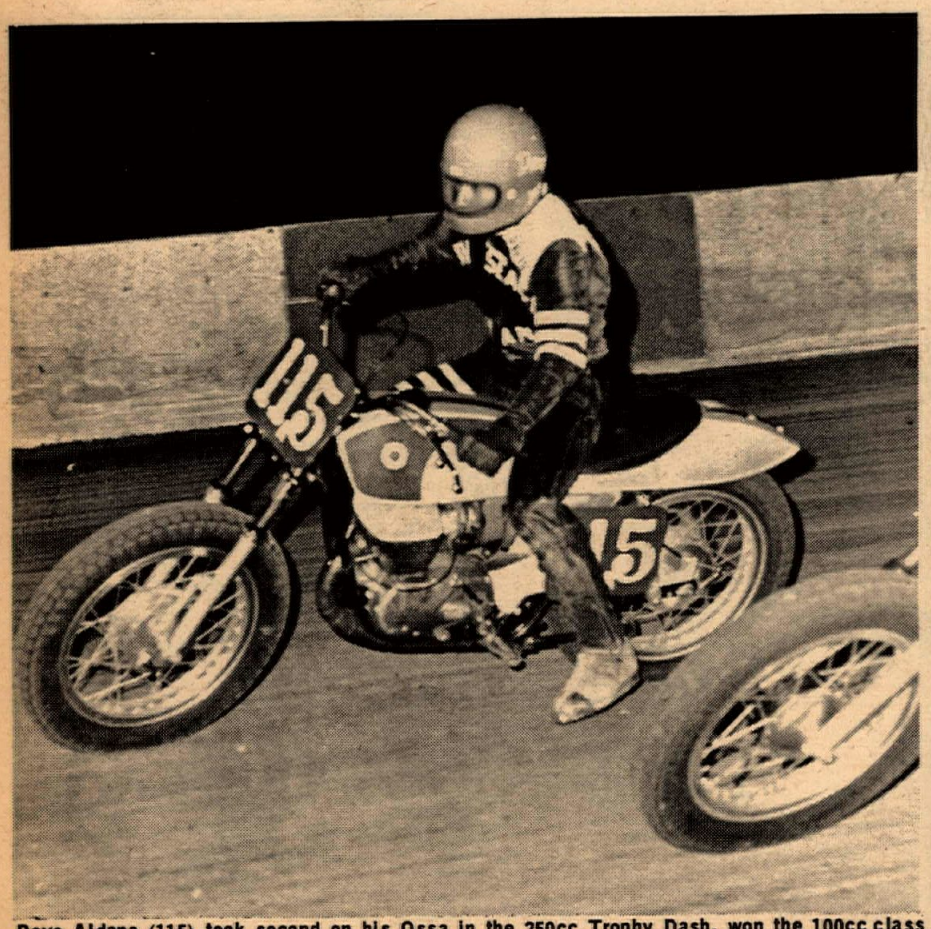
ORANGE CO. SHORT TRACK

Photos by Tom Culp



Dave Aldana (115) took second on his Ossa in the 250cc Trophy Dash, won the 100cc class Main Event wire to wire.

Story by Al Mark

On Friday night May 31 the American Cycle Association kicked off its regular short track season opener at the Orange County Speedway. Promoter Ron Jones and A.C.A. president Wes Cooley both agreed to switch from last season's Wednesday night affair to Friday nights for the 1968 season. Dry weather and a fast track saw the 100cc ultra-lightweights on the eighth-mile track and the 250cc and over machines taking to the outside quarter-mile oval.

The 100cc main was a wire to wire ride for Dave Aldana from Santa Ana, followed by Ed McGregor and Chuck Saxton. The 250cc Trophy Dash was won by Stan Rogers of Gardena, Dave Aldana second.

The big bike Main Event also went to Stan Rogers, with Randy Ellis second, and Mike Lane third. Although finishing third, Lane stole the show, leading the main for 8 laps on a 125cc Yamaha. The combination of extreme lightweight and lots of pressure in the Yamaha (plus Lane weighing 100 lbs. if he's lucky) almost turned the tables on the heavier bikes and riders.

Lots of action took place and a good time was had by all.

(Results on page 16)

Stan Rogers grabbed the 250cc Main Event, got the Trophy Dash gold, too.

Mounted on a 125cc Yamaha, Mike Lane (80) led the big bike Main for 8 crowd-pleasing laps, wound up 3rd.

DIRT DIGGERS WELCOME EASTERN RIDERS

As many of you know, the Dirt Diggers M.C. are hosting a huge U.S. Scrambles Championship on Saturday and Sunday, July 6 and 7 at Hopetown, Calif. To date they've already received 225 entries for the North vs. South, East vs. West classic. But one problem remains – a conspicious lack of entries from the East.

Northern California is well represented, and all the well-known local stars are planning to attend, but the Dirt Diggers are anxious to make their event a true U.S. Championship, and are offering tow money to the top two riders from each Eastern district who are able to make the trip.

The course will be completely different from the familiar Hopetown circuit – 6/10ths of a mile in length, not too rough, with heats and mains to be run in all classes.

So Eastern riders and those from all other areas of the U.S. are urged to contact the club as soon as possible to swell the entry list. Mail entry ($5.00) closes June 26; send to Dirt Diggers M.C., 19308 Aguire St., Rowland Heights, Calif. 91745. For further info phone (213) 964-5076.

TROJAN TT AND SHORT TRACK:

"THE MAN" SHUTS DOWN 50-LAPPER ON CURFEW RULE

By Mike Capalite

The 50-lap 250cc Main Event at Trojan Raceway had to be postponed for a week as the 100cc 50-lap Memorial Day TT race ran into the 10:00 p.m. curfew imposed by the city of South Gate, Calif. Due to the large influx of entries in both the 100cc and 250cc classes for this epic Memorial Day Classic, the run-off of the eliminating heats took longer than expected and the 100cc 50-lap Main Event did not finish until 10:30. The officer who stopped the races was kind enough to wait until the 100cc Main was over before enforcing the shutdown as he was fully empowered to make them stop the races at exactly 10:00. The only thing left to do was to continue the 250cc 50-lapper until the following Thursday and so this is what was decided.

The qualifying action was hot and heavy as the Seniors were going for 40% of a real good gate, and it looked like Gary Bailey was the man to beat as he won his heats and then proceeded to take both Trophy Dashes. As the sixteen riders made up the three rows on the starting line, Bailey on his hot Hodaka had the pole position, but as fate would have it, his machine took the opportunity to run sour and he had to relinquish the lead to Dale Hopkins (Hodaka) who held it all the way to the finish. No one was able to get around him and he lapped all but three men. Jimmy Raymond (Suzuki), considered a leading contender, was also plagued with misfortune as he had both mechanical and adhesion problems and wound up out of the running. R.W. Ring (Hodaka), up from National City, hung it in there all the way to grab second place with Vietnam-bound Tom Warren taking third on his Bultaco. Gary Scott grabbed fourth on his Honda.

It was a long grueling race with the Devil taking the hindmost, and the 250cc Main this week will be another 50-lapper, so watch out for this one...the top boys are out to grab the gold.

(Results on page 16)

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MEET THE DEALER

Mickey Hubbard

By Bert Halverson

A young man who has ridden and repaired most of the major motorcycles ever designed doesn't have a preference when it comes to two-wheeled outings in the country.

He is Mickey Hubbard, since 1953 owner of his own cycle business and now exclusive franchise holder in Chico, California, for Yamaha and BSA.

The 39-year-old businessman's family – wife Elaine (everybody calls her "Toots") and four children — are all cycling enthusiasts, "and they're all good riders, too," Hubbard says.

But when it comes time for a family excursion, Hubbard himself picks whatever bike is suitable for the occasion: an 80 or maybe a 100cc trailbike, or if it's a longer road trip, he'll move up to a 180cc or a more powerful 250.

"I don't choose one and ride it all the time," he says. "I use them all, because when we go out the whole idea is to take a bunch of people, and I'm demonstrating the cycles all the time."

For many years Chico had a motorcycle club, but it disbanded in 1960 and Hubbard said the various dealers are now talking about starting another one as a means of planning and controlling large family motorcycle outings.

Hubbard himself is no stranger to any phase of motorcycles – or cars, for that matter. A former professional cycle racer, he now builds his own modified cars for competition, putting together everything from the frame to the motor.

His motorcycle racing career, which lasted about 10 years, came to a painful end in a Sacramento race in 1957, Hubbard recalls. He had been running in the Novice class, and his performance during the Sacramento event qualified him for the long sought-after Amateur license.

But the glory was short-lived – he suffered a bad spill and broke his leg. "I broke it too many times before," he says, "and I decided to quit." The accident cost him his newly-earned Amateur license, plus a chance to go to the big National races at Daytona, Florida in March of 1958.

Hubbard continued to compete in club and association events, however. The end of his "racing for money" by no means signaled any total withdrawal from vehicular competition. Once known in Northern California racing circles as the "daredevil of the hardtops," Hubbard now races his home-built modifieds and attends car and cycle events around the country as a spectator.

Hubbard's pretty, dark-haired wife works with him in the business. "My chief mechanic," he grinned as Toots interrupted the interview briefly to tell him, "I'm going out to start a man's motorcycle for him."

"Be sure and take a wrench," Hubbard suggested.

"I've got it."

Things generally look good for Hubbard's business. Competition is stiff, with at least four major franchised dealers for different kinds of cycles in Chico alone. But Hubbard says that seems to help.

He employs two full-time mechanics, Hank Roberts and Kenney Beal, plus an extra man in the summer, who is usually a college student familiar with motorcycles. Then there are Hubbard himself, and his wife.

"Business is very good; it's a very lucrative line to be in," he says. "Not that any of us will get rich, but we always manage to keep our families fed."

Until 1959 Hubbard, a native of Milwaukee, Minn., was in partnership with Denton Hill, whom he bought out. That's what the H&H means in the store name – Hubbard and Hill. The name was well known, and when the ownership change came about he let it stick.

When Hubbard thinks back to his boyhood, it's almost like contemplating the present, because most of his life has been spent with motorcycles.

As a youngster of 16, Hubbard began his career in cycles one day in 1945 when his old Indian Scout blew its engine, and he took it to Mac McGovern's parts garage to fix it himself. McGovern, at that time a cycling enthusiast who was very widely known, worked with this talented young bike mechanic and launched a career that has landed Hubbard in his own business.

Since that post-war beginning, Hubbard has learned dozens of kinds of motorcycles, from the inside workings to the outside art of riding them. And he has seen motorcycling change from "something they thought only hoodlums would do" to a family fun sport that people in every walk of life now enjoy.

Do groups like the infamous Hell's Angels hurt a dealer by casting an unfavorable public image at cyclists in general?

"These people," Hubbard answers, "represent less than one percent of the motorcycling population. They're still a thorn to us, for the dealers, but the majority of people can see through this now; they can see that we in the business, and the people we sell to are not Hell's Angels."

Hubbard thinks outlaw cycle groups like the Angels attract people with too much of something everybody has a little of – exhibitionism.

When Hubbard and his family jump on their cycles for an outing, they make a day of it, picnicking & camping. "The idea isn't just to ride around on a motorcycle showing off," he says. "It's to have fun, family fun."

In the past few years the motorcycle has become economical transportation for everyone from a student to a doctor, as well as a form of sport, art and recreation that the family can enjoy together – even Hubbard's youngest, 10-year-old daughter Dena, or 14-year-old Ray, or Jimmy, who is 16, and Judy, 18.

That, Hubbard believes, is what motorcycles are all about. It's why he is in the business and plans to stay there.

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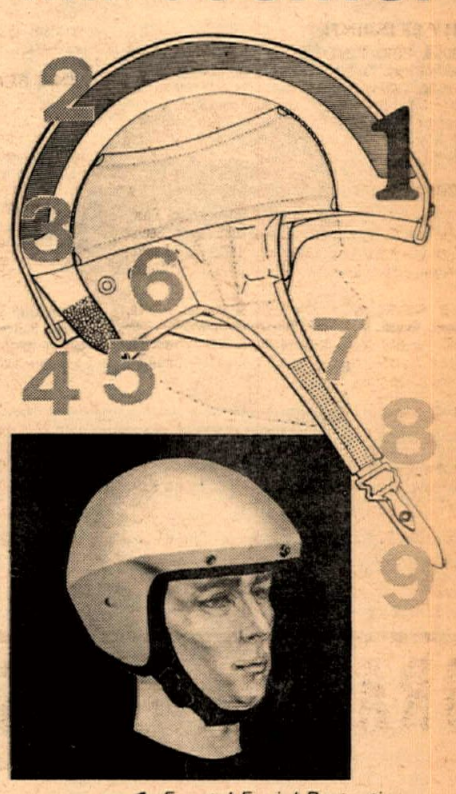

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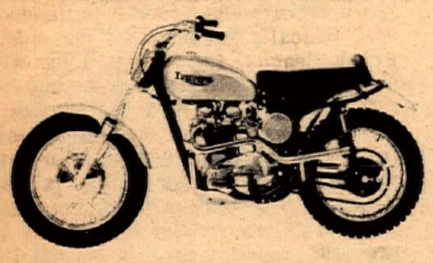

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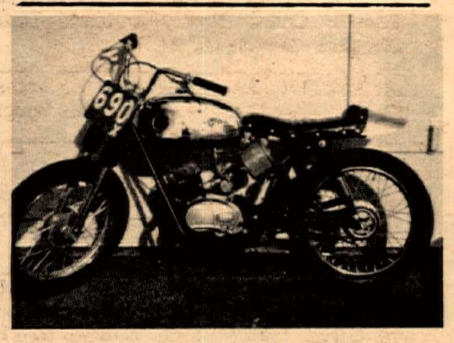

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Pomona Valley's largest Honda, Triumph dealer needs an experienced Honda mechanic. Clean shop, top wages, including health insurance and benefits. Call: (714) 982-8951 or 624-9414. Foothill M.C. Center, 1811 W. Foothill Blvd., Upland, Calif.

DIST. 37 SPORTS COMMITTEE MEETING FOR JUNE

By Maureen Lee

Twenty-eight clubs answered the roll call for the June meeting of the District 37 Sports Committee. President Ron Sloan informed all representatives that from now on he, Secretary Bill Adams and Vice-President Lynn Wineland will be in the meeting hall at eight o'clock so that clubs with business to conduct can attend to this before the meeting is officially called to order. This way the actual meeting time of 8:30 p.m. can be adhered to.

Correspondence was heavy and included the reading of the poster from the Antelope Ramblers regarding the changes in their moto-cross at Saddleback Park. Dave Lewis, the moto-cross steward, was asked to comment. The Ramblers had had a very bad pre-entry and Lewis explained that this was due to the fact that most of the riders didn't wish to apply for a separate moto-cross number from the District for the $4.00 fee when there are only four moto-cross events scheduled on the District calendar. Therefore they decided to throw the event open to all competition card holders, not to just those who held a moto-cross card. However, points would only be paid to those with the valid 1968 moto-cross card. Hinshaw (Buzzards) said that he hoped that this would not set a precedent whereby this kind of situation could arise again. President Sloan said that this wouldn't be so and these changes were being done only in the interest of promoting the first District 37 moto-cross.

The Rescue 3 group from Barstow were present with forms to be used when applying for their services. They also had an award for two members of the 100's M.C., Don Sillings and Tom Jenkens who assisted in caring for reporting on injured riders at the Sidehacks run, April 21. Rescue 3 felt that they displayed great sportsmanship and therefore would be entitled to wear the Rescue 3 decals on their helmets. This is a privilege extended to very few people. The safety team also volunteered the following. On a recent desert run a rider who was obviously disgusted with the day's proceedings set fire to his 305 Honda and went off and left it. Rescue 3, true to their principles, put the fire out and have the machine in their possession but they can't find out who owns it. So if whoever owned the Honda wishes it back, please contact Rescue 3, P.O. Box 1136, Barstow, California 92311. This address should also be used if clubs wish the assistance the unit can give them. Peg Tedmon of the radio crew was also on hand; this group backs up Rescue 3 in manning radio check points and they never move from their positions. In the evenings call Peg at (213) 894-1746.

Later in the meeting the use of the helicopter over the ground ambulance was discussed and Tom Burke of the Rescue 3 group was invited to the microphone to comment. He, like most of the District representatives want to find the best combination of services should they be required for transporting an inured rider to the hospital. Points brought out were that although the 'chopper is much faster than a ground vehicle and can reach areas where a ground vehicle cannot, it can be hampered by winds and if bucking a head wind the cost for flying time can really run high. Burke also brought out the point that should certain types of aid be required such as resuscitation, the victim could not be aided while in the 'copter. He also thanked the District for their support in aiding his unit to obtain a resuscitation which will be on hand at all events using Rescue 3. Eventually they hope to purchase a 1968 International/four-wheeled vehicle for injuries that shouldn't be carried in the helicopter.

President Ron Sloan made the point strongly that clubs experiencing any difficulties at all in the treatment of injured riders and especially the injured riders themselves should contact him or another District officer and report what happened. No contract has yet been signed with anyone and the District must be kept informed of the shortcomings of any service if we are to eventually have a completely satisfactory one.

Desert Riding Areas Investigation

The Bureau of Land Management is seriously investigating the use of the desert by motorcycles, not only in Southern California but in all desert regions. Sloan reported on a meeting attended by Bill Bagnall, President of the A.M.A., Frank Heacox, Bill Adams, Lynn Wineland, Ben Bok and Bob Greene and himself plus people from the Bureau. At this point there is no need for anyone to panic but the fact is serious. Our use of the desert for motorcycling is under question. The Bureau using the beautifully prepared booklet handed out at a previous District meeting as an illustration reported complaints on the following: motorcycles have destroyed terrain, killed plants and raised dust problems. They have a tentative idea that it might work if certain areas of the desert were taken and used over and over again for a year and then not used for a year or so on a rotational system to allow the land to recover.

Sloan said that in reply to these comments the A.M.A. group, backed now by a fine letter written by Bob Greene (Pasadena M.C.), explained to the Bureau that we actually have a rotational system built into the District. If a club used one area for a run you can bet that the next run won't use the same terrain. The Bureau also didn't understand that we don't use huge wide areas to throw a run and that after a mass start the trail narrows to about five feet. Due to lack of information they had developed the idea that the actual riding area used was as big as the starting line. Sloan also said they had been provided with a carefully marked rule book showing how we have District rules as to cleanup, etc., and that they had also taken one of their own booklets back with them in which the District had made their own comments under the pictures and on some of the notations. Right now the Bureau feels we are making "a promiscuous use of the land" but so far everything is amicable in that we are working with them, making them aware of our problems and also our feelings about being able to continue to use the desert area, while they are informing us of their position. Sloan repeated this is a serious problem and one that will not go away. It is up to every rider who rides the desert at any time to be aware of this and to do what he can to make sure we can continue the way we have been going.

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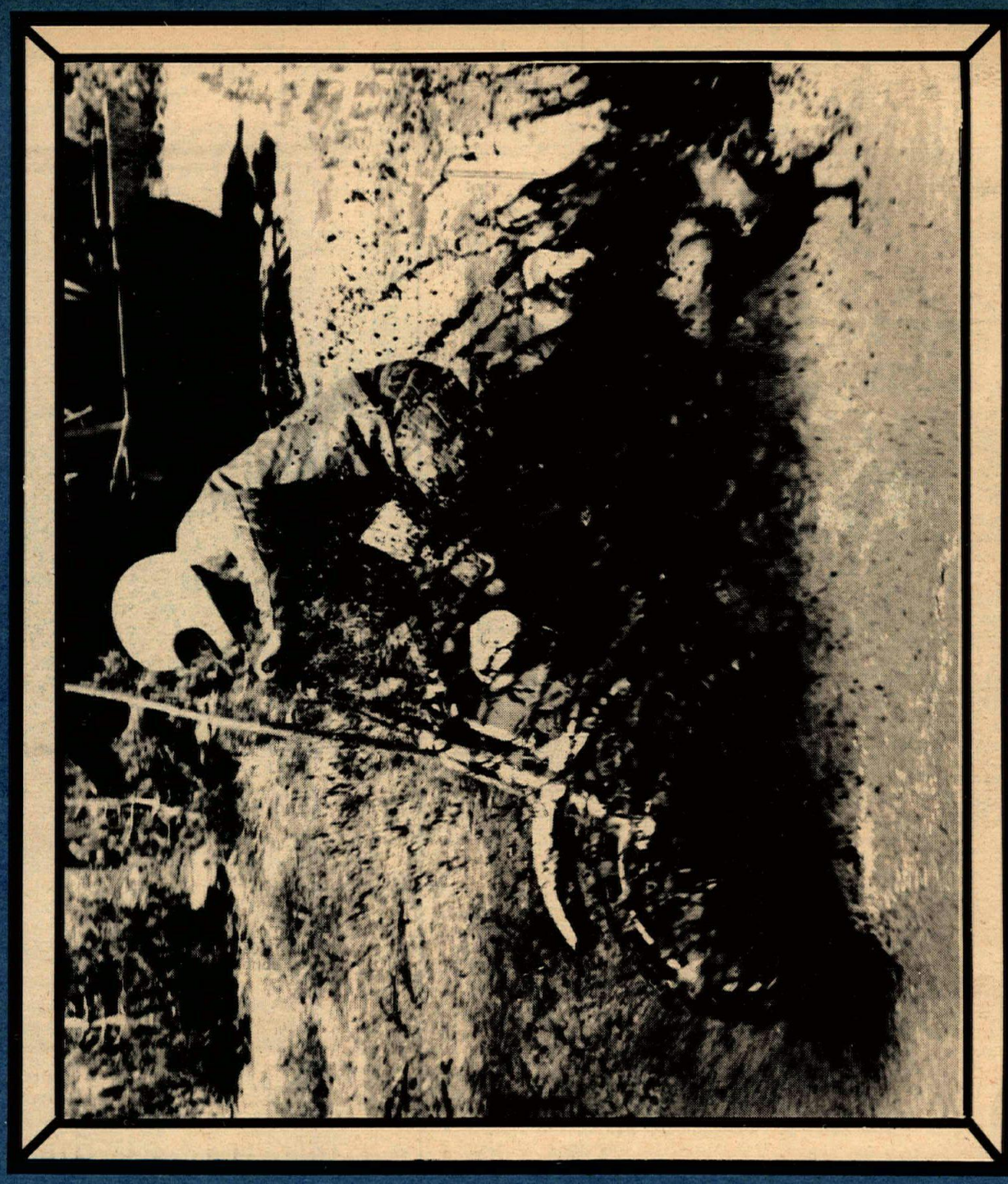
CYCLE NEWS

MFP 25¢ July 4, 1968

AMERICA'S ONLY MOTORCYCLE WEEKLY NEWSPAPER



Professional factory rider Preston Petty here negotiates mudhole at Mammoth Moto-Cross in Mammoth, Calif. Complete story, photos and results next week. — Photo by Kevin Hill.

TRIUMPH

T100R The motorcycle with 4 National Championships to it's credit in 1967. This is the one that carried Gary Nixon to the AMA Grand National Championship in 1967. Best of all, this fleet Triumph growls on command for any rider who can handle a bike with this much fight.

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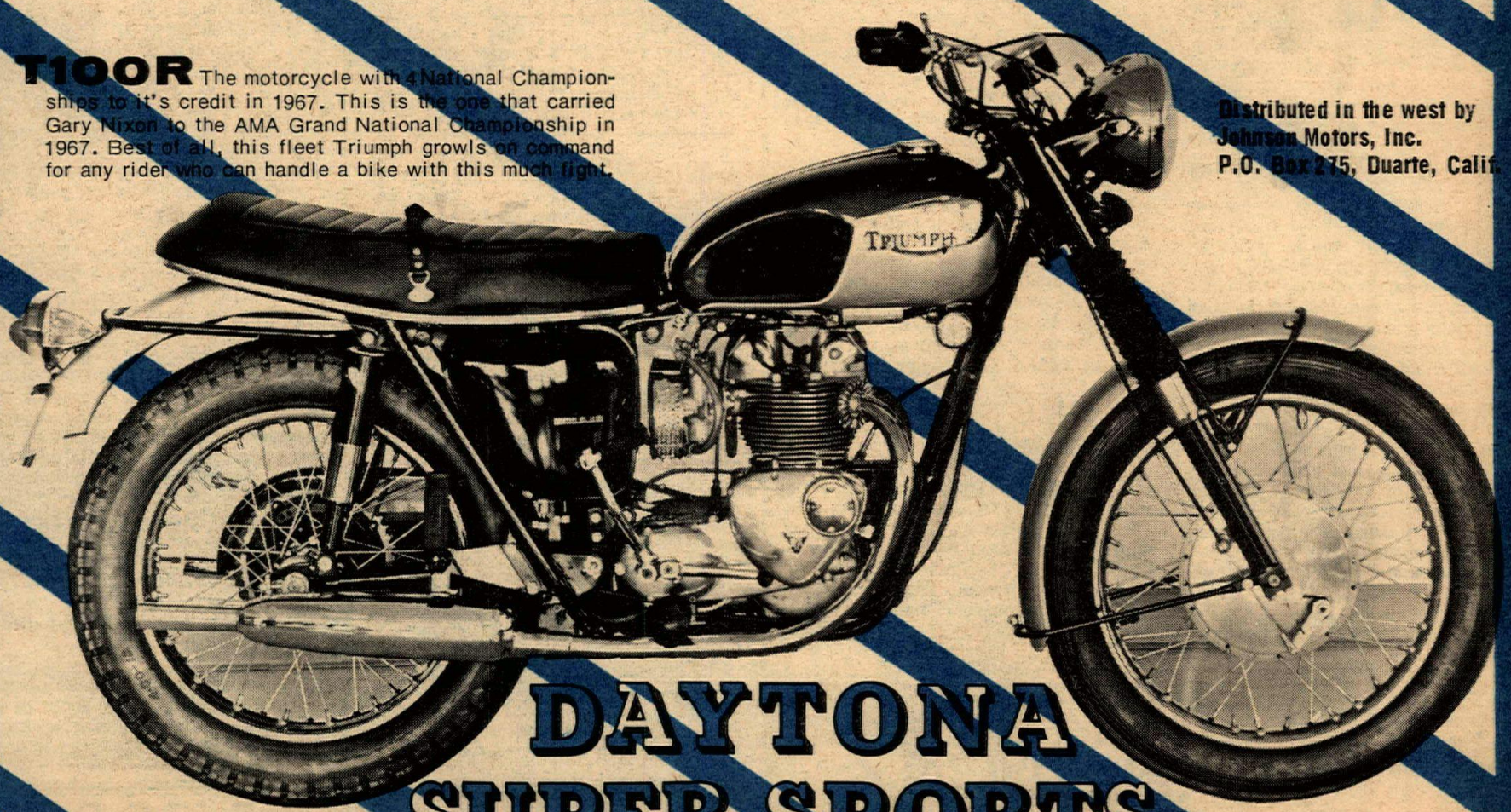

DAYTONA SUPER SPORTS